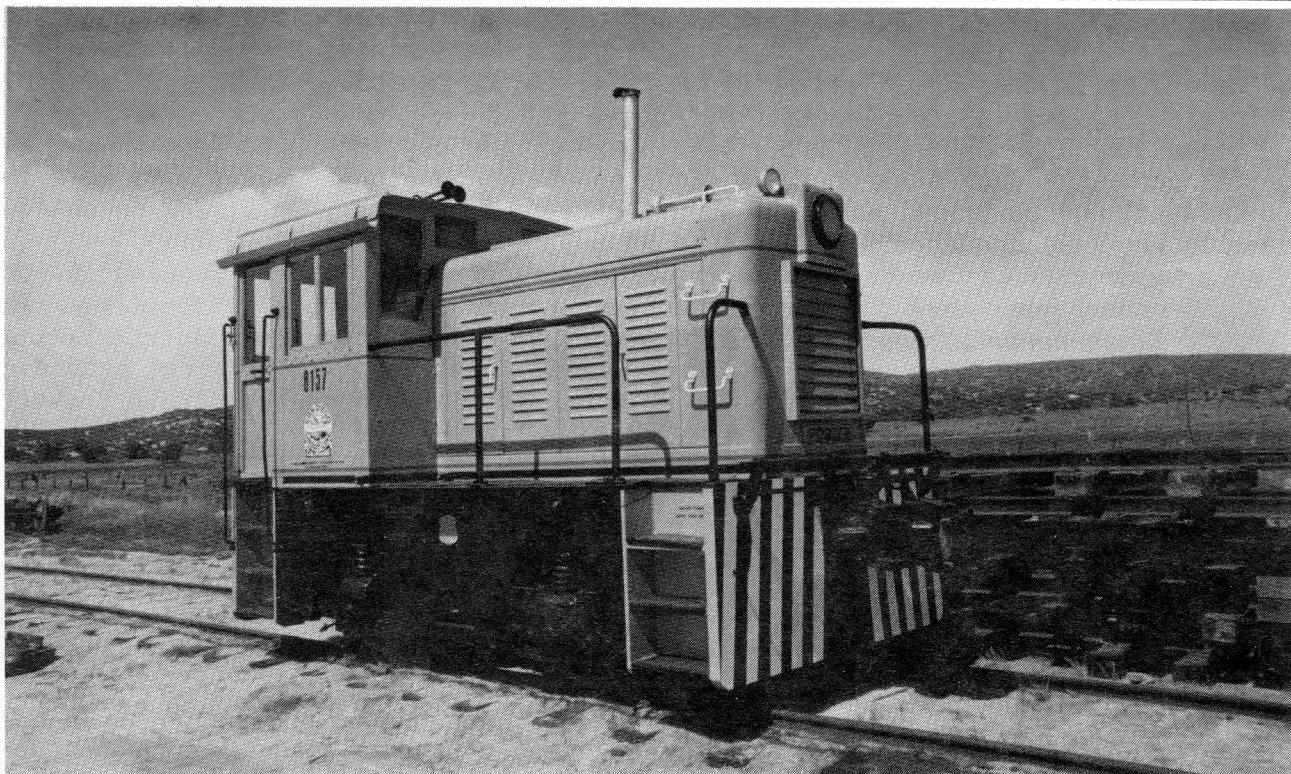


Mar.-Apr. '85

# REPORT

No. 197

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



## SHOP SWITCHER ARRIVES AT PSRM !

Look what showed up on our doorstep at PSRM Campo looking for a place to stay! This little 25 ton diesel electric was built in 1948 by the Porter Locomotive Co. of Pittsburgh, Pennsylvania, a builder of industrial locos that got out of the business in 1950. This engine carries builder's number 8157, and, as far as we know, is the only one of its breed on display at a railroad museum.

The tiny switcher has been leased to PSRMA for a dollar a year by its owner, R.W. Babcock of Fallbrook. The engine had been used for the last few years by the contractor rebuilding the trackage at the Naval Weapons Depot at Fallbrook. When the track job was finished, Mr. Babcock had the locomotive painted, fitted with new batteries and delivered to PSRM at his own expense! To make the little engine feel at home, he also had decals made of the old "San Diego Short Line" S.D. & A. Ry. logo for the cab sides! Such a deal! And it runs beautifully! The museum thanks Mr. Babcock for choosing to exhibit this rarity at PSRM Campo where it will perform for the folks as the perfect shop switcher!

(L. Rose photo)

## PSRMA PARTICIPATES IN SD & IV SPECIAL TRAIN

The San Diego & Imperial Valley Railroad ran the very first "Customer Special" train on April 14th using PSRMA's "Robert Peary" and the gift shop car ex-Amtrak #5601. Board of Trustees member Dr. Dan Marneil also had his S.P. caboose #1061, ex-SD&AE #1, along for the ride.

There has never been a shippers special on the hometown railroad before and the museum did all it could to help the SD&IV put on a good show for the railroad's customers and their families. The La Mesa Depot served as a location for speech making and refreshment for the invited guests. The SD&IV even had the Grossmont High School band waiting at the depot to add a little razz-a-ma-tazz to the arrival of the special train.

Peter and Theresa Snell, who have been making signs for PSRMA Campo and working on our cabooses in La Mesa, fashioned a drumhead insert with the SD&IV logo to fit in our round drumhead can hanging on the rear of the Peary. They also silk screened flags for the locomotive. The depot was prepared for the occasion by Margaret Barksdale, Trig Stanley, Cliff Pennick, Joe Laurent, George Medlin, and Geoff Shepherd.

Roy Pickering, in a complete Pullman porter's uniform, was car host on the "Robert Peary". Dale Prescott was in charge of car #5601. Henry Lines, Norm Hill and Jim Lundquist were also on board riding with Dan Marneil in the caboose. Linda and David Di-Giorgio also helped with the festivities.

Locomotive #1237 provided power, putting in a rare daytime appearance on the El Cajon branch in its new PSRMA designed paint scheme. The regular SD&IV guys were the train crew, as all of the other railroad employees and officers socialized on board with the people who make their jobs possible.

An army of PSRMA types chased the train, cameras in hand. Harry Doering, Eric Sanders and Brenda Bailey were conspicuous at the favorite photo spots on the line. There was a party atmosphere for the entire SD&IV organized affair with local politicians and San Diego Trolley officials along for the fun. PSRMA was happy to help out providing our business car, coach and depot for the rare occasion as a passenger train travelled the entire length of the branch for the first time since 1928!



Speech making at our La Mesa Depot featured all of SD&IV's top officials, several local politicians, and our private car "Robert Peary". From left are: Dick Engle SD&IV V.P. and General Manager, Bruce Flohr, President of RailTex, Fred Hamlin, President of SD&IV (with microphone), Dick Murphy, Chairman of MTDB, George Bailey, County Supervisor and former La Mesa Mayor, Jerri Lopez, Mayor of La Mesa, and John Reber, Mayor of Lemon Grove. (Larry Rose photo)

## SD·G & E CO. DONATES RAIL AND WATER TANKS

The San Diego Gas and Electric Company has donated many sections of 90 lb. rail "snap track" sections that became surplus at one of their power plant operations. Also donated were two large wooden water tanks from the top of their old power house, just south and across the street from the San Diego depot, and with its tall stacks, a well known San Diego landmark to visitors arriving by train.

The track sections were hauled to the museum by SDG&E trucks. Vern Cook made arrangements for the donation and the move, and unloaded everything with the museum's rubber tired crane. Vern was also instrumental in securing the two sixteen foot high wooden water tanks. These tanks were dismantled and all parts carefully numbered by SDG&E crews before trucking them to Campo. The labor alone for this work is estimated at \$5,000.00! Adding the value of the track and ties and the tanks, all in very good condition, make this a most generous and impressive donation.

One of the tanks is to be installed at Campo in the location of the original tank east of the depot. The other tank is destined for Clover Flat, seven miles from the museum, at the location of the water tank that also used to be there in the days of steam on the SD&AE. Assembly of the first tank kit has already been started at the museum with Jim Lundquist, Larry Rose, Jack O'Lexey, Joel Cox, Harry Hurry and others participating.

For a preview of what the Campo Depot area will look like with the water tower back in place, see page 116 of Bob Hanft's book "San Diego and Arizona--The Impossible Railroad". Thanks to Vern Cook for a splendid effort and thank you, San Diego Gas and Electric for giving this neat stuff to your local railroad museum!

## PSRM BECOMES SPEEDER CAPITAL OF THE WEST

With excursion service to begin over rail of the old SD&A (SD&AE) (SD&IV) very soon, the need for a fleet of serviceable speeders and gang cars became apparent. We will have to have weekly track inspection before each trip and fire control speeders behind each train in addition to regular track maintenance and tie replacement gangs that need to get over the road in a hurry. Very little of the railroad is accessible by any means other than rail, forcing us to acquire small track cars for this work.

Terry Durkin and Brett ("Speeder King") Tallman went shopping recently and between them purchased a small fleet of Fairmont track cars from Santa Fe. The Santa Fe also donated outright a car in San Diego. A Wabash track inspection car was also donated by George Thagard (the donor of our C&O caboose) of Corona del Mar. Terry and Brett lined up six Fairmont Type S-2 and ST-2 gang cars along caboose row and placed a smaller type M-19 track inspector on the museum main to enjoy a short ride in celebration of the acquisition.

Brett bought two cars in New Mexico, donating one to the museum and taking one home to tinker with. Terry donated four cars and arranged for the Santa Fe donation. Brett did all of the hauling, including picking up Mr. Thagard's ex-Wabash M-19 with his special speeder transport trailer.

A push car frame and the body of an M-19 suitable for parts was donated by Lee Adams the same weekend Brett delivered the speeders. With all of this and our handcars too, we now roster twenty track cars and trailers of all types. Six motor cars and three trailers are currently in service. Several other "putt-putts" and trailers are now being restored.

There is now lots of room for additional help in our track car rebuild program. These are great little projects for new members to get their feet wet in equipment restoration. Track cars work is not nearly as intimidating as a steam locomotive or caboose project is for the neophyte rail enthusiast. Dale Prescott is the speeder shop foreman; see him any Saturday at the museum if you want to get involved with this kind of work.

PSRMA thanks Terry, Brett, Mr. Thagard and Mr. Adams for these excellent donations. PSRM Campo has been transformed into speeder heaven!

## **A SUPER DONATION BY DOW CHEMICAL!**

### **MILES OF SD&IV TRACK SPRAYED WITH WEED KILLER**

The Dow Chemical Company travelled over thirty miles of SD&IV rails with a high-rail equipped weed spraying truck last month, spraying thousands of gallons of herbicide from the border to Hipass. This was a monster donation valued at \$30,000.00 at the going rate for such work! The railroad in the area of our Campo facility had not been sprayed for years and was so overgrown in places that our crew had to use shovels and brush hooks just to get a speeder through.

Board of Trustees member Dr. Daniel Marnell made contact with Dow and made arrangements for this incredible donation which attracted prime time TV coverage for Dow and PSRMA. The TV news spot featured a speeder ride through the worst of the weeds on our A-5 Fairmont gang car and an interview with an official from Dow. The spokesman said that Dow was happy to help the museum get the road open for our planned excursion operation and at the same time show off its weed control product.

Visitors to PSRM Campo will notice a brown strip through the normally lush green of the Campo meadow. That's the railroad! Dow's chemical spray killed everything in a ten foot wide swath. Weeks earlier, the county honor camp road gang had prepared for the spraying by pulling out the worst of the weeds by hand from the Campo Depot to Clover Flat, a distance of seven miles. This fine donation of several thousand hours of free labor was arranged for by Jim Lundquist. The honor camp inmates provided their own tools, lunch, and transportation and really picked the ballast clean.

After this handwork, it rained and snowed for several weeks, so when Dow's spray truck finally got underway, there was a four inch cover of fresh spring grass between the rails for them to shoot at. A few days later this stuff had turned to a dark brown and no new growth has been seen.

What a super donation! Just like that, one of our biggest pre-operation headaches is eliminated! Thank you, Dow Chemical, for coming to the aid of the nation's most red hot rail museum outfit! Thanks also are due to Jim and Dan and the county jail officials for their part in making this great work happen.

## **RAILFAN PATROL NEWS**

by Dick Schleicher

As the dawn broke over San Diego on May 11th, we saw a dedicated group numbering in the mid-twenties gathering at the Kearney Mesa International House of Pancakes. The occasion was a meeting of the local members of the Railfan Patrol for the purpose of getting to know each other and to hear from the head of the local Santa Fe Police. Many new and old faces were present---most notable was Ed Smith, our founder.

After breakfast, Mr. Karl Schwartz, Assistant Division Superintendent of Police, expressed his personal appreciation and that of the Santa Fe for the fine work the Patrol is doing. He briefly sketched the history of the Santa Fe's railroad police, starting with Bat Masterson in the 1870's, and brought us up to the present with the modern force of 232 agents in twelve states (65 agents alone in California). He indicated that the biggest problem that threatens the local Fourth District area is that of vandalism (including break-ins of cars and trailer vans as well as the rock throwing at passing trains) and of illegal aliens hopping the trains. Mr. Schwartz reported that the railroad is able to achieve a 98% conviction rate on trespassers. Other statistics are equally impressive. In 1982, for instance, there were 17,348 arrests system wide. Of the \$1.1 million reported losses, the recovery rate was a respectable 47%, and the overall crime clearance rate (i.e. solved cases) was 53%. This clearance rate becomes even more significant when you compare it to municipal rates of 11-17% of all reported crimes. Needless to say, percentage wise, many more crimes on railroad property are "reported" than crimes in the average local community. The Santa Fe railroad police are also professionals, with the average new agent coming to the force with four to five years of civilian law enforcement experience and at least two years of college.

Mr. Schwartz closed his presentation with a fine film on boxcar robberies called "The Victim". The movie was made by Mr. Pat Carter, the current Santa Fe Assistant Chief of Police in Los Angeles. Following the formal program, Mr. Schwartz discussed

ways we can help in a sort of open forum of questions and answers. Our special thanks goes to Mr. Karl Schwartz for this most informative morning.

Members wishing to be informed of Railfan Patrol meetings and activities are urged to contact Dick Schleicher c/o of the museum.

(Editor's note: Captain Schleicher, USN, just finished up as commanding officer of the Service School at the Naval Training Center in San Diego and will take over as Chief of Staff of N.T.C. in late June. Congrats to Dick on his new job that will keep him in San Diego and continuing his super job as PSRMA's Railfan Patrol Director!)

## **O.E.R.M. SAVES S.D.E. RY. STREETCAR BODIES**

Several San Diego Electric Railway streetcar bodies being used as dwellings and storage sheds, etc. have been offered to PSRMA in the last year or so and have been passed on to the Orange Empire Railway Museum in Perris, specialists in the preservation of such things.

Back in 1983 the bodies of SDE Ry. cars #88 and #93, built in 1910, were offered to PSRMA but were passed on to the San Diego Gaslamp Quarter Foundation by way of the San Diego Historical Society. Since their removal from a residential lot in East San Diego, they had been kept in a warehouse in the Gaslamp Quarter until April, when the space had to be vacated for development. The Gaslamp Association had hoped that local interest could be generated to restore them as a Gaslamp attraction, but it was not to be. Last month the cars were again offered to PSRMA. Jim Lundquist, Larry Rose, and Norm Hill again inspected the cars and recommended that the folks at O.E.R.M. be contacted.

The car bodies were trucked to Perris by O.E.R.M. volunteers on April 13th. PSRMA member Bill Niedrich, also an O.E.R.M. supporter, assisted with arrangements and got some good coverage and a photo of the event in the San Diego Union.

Another SDE Ry. streetcar body being used as a residence in El Cajon was offered last year and we also referred this one to O.E.R.M. SDE Ry. "Exposition" car #167 was hauled to Perris by their crew in October. Long time PSRMA member Dan McLean assisted.

Many members have asked why PSRMA doesn't collect trolley equipment, especially San Diego related artifacts. Interest in the restoration of electric transport equipment has long been centered at O.E.R.M., an outfit who has been building their museum for twenty five years. They have shops, warehouses and barns full of traction equipment and trolley parts. They own the largest streetcar collection in the west and all of the restoration expertise to go with it. Any effort by PSRMA to get into trolleys would needlessly dilute this fine effort based less than 100 miles north of San Diego.

Twenty five years ago the Orange Empire Trolley Museum was the only rail preservation group in Southern California. PSRMA was formed in San Diego primarily to preserve and operate steam locomotives and standard railway equipment and not to detract from the effort going on at Perris. Since then, O.E.R.M. has diversified and even acquired a steam engine that they operate occasionally, but is still a very different type of group than PSRMA.

Many members interested in streetcars hold membership in both groups. The route to Perris from San Diego County used to be on secondary roads primarily the hazardous "Blood Alley" Highway I-15. Early this year, the last of this narrow trail was replaced with the last segment of a freeway that now will take you all the way to Perris without difficulty. Although no San Diego streetcars are in operation there at the present time, many other cars sure are, from electric railroads and streetcar systems all over the west. So, if you want to see streetcars run, take I-15 to Perris, and if you are really traction serious, offer to participate! Meanwhile, PSRMA will continue to send along old car bodies that come to light in San Diego and have already offered O.E.R.M. traction parts that we won't need from our six DL&W commuter cars recently arrived from New Jersey.

# TWO MORE AWARDS FOR OUR LA MESA DEPOT !

The Save Our Heritage Organization (SOHO) of San Diego has honored our little La Mesa Station and project architect Larry Rose for excellence in historic preservation in their annual "People In Preservation" awards program. Larry accepted the award on behalf of the museum at the awards banquet last month and got a good plug in for the museum during his acceptance speech.

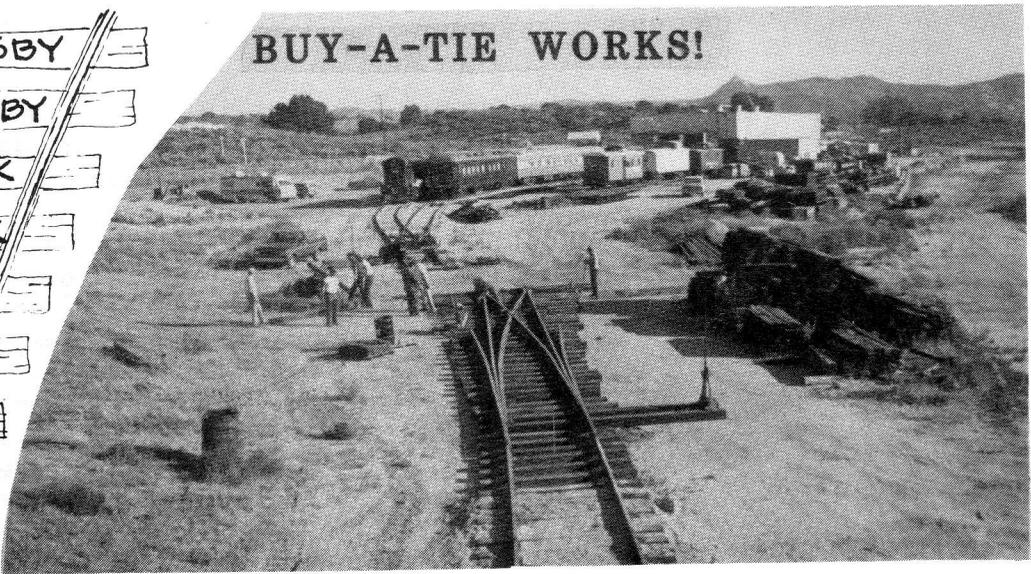
A special award from the City Council of San Diego was also presented to the museum for its efforts in preserving our heritage in the nearly spotless depot restoration. This award, featuring the gold embossed seal of San Diego and the traditional "whereas, whereas" statements in fancy lettering, was presented as a total surprise to Larry and wife Tanya, who also was in attendance at the gala affair held in a restored downtown Victorian home now called the "Chez Moi Bistro" at 2nd Avenue and Ash Street.

A few years ago, the depot won the coveted "Orchid" award for historic preservation presented by the local chapter of the American Institute of Architects that is now on display in the depot. These latest award plaques from SOHO and the City of San Diego will be mounted there also, giving us a great start on an "awards wall" for PSRMA projects.

Four other restoration projects in San Diego County received SOHO awards this year with the individuals who ramrodded the projects being specifically honored as the "people" in preservation that helped most to make these things happen. Our REPORT editor also got an individual award as the depot project boss, which he has proudly hung above his drafting table at his architectural firm's office.

Our depot project was the only one honored by SOHO that was done entirely with volunteer labor. About a dozen slides of the station taken inside and out were shown at the awards banquet as part of the festivities with PSRMA being prominently mentioned before the throng of several hundred architects, historians and preservationists. Stand proud, PSRMA, you're getting to be well known as a class outfit!

JAMES T. SLINGSBY
JAMES SLINGSBY
WALLY SCHONSCHACK
WALLY SCHONSCHACK
DON NORTON
DON NORTON
TOM WHITTAKER
TOM WHITTAKER
DON NORTON



The three way switch is now spiked in place at the museum and the switch to track four (Caboose Row) is layed out also on a set of ties funded by the donors listed in this column. Good switch ties are hard to get and quite a bit more expensive than the regular kind but the members on this chart every issue are keeping us ahead of the track gang! This photo by the REPORT editor shows that the legendary three way is no ghost story. Thank you, "Buy-A-Tie" donors, for doing your part to make this happen. Switch #6 goes in ahead of the right hand lead off this three way and will provide two tracks to the future engine house. We need ties for this next month. If you can help, send in that big stick cash at \$14.00 a pop and watch switch #6 happen!

# LA MESA DEPOT STAFFERS

by Adalaida M. ("Trig") Stanley

The past few months we have been priveleged to host several tours for children, Christ The King Lutheran Pre-School and Tina Trejo Home School. In April, thirty members of the Antique Car Club toured the La Mesa Depot and train exhibit hosted by Margaret Barksdale and Eric Sanders. The group then chugged their way out to Campo, where they were served a western lunch on our great cafe-observation car #1509. Special thanks to Rita Cloud and her brother, Theda Benson, and Roy Pickering for assisting me with serving.

Margaret Barksdale and Eric Sanders put in the hours cleaning the depot from top to bottom, including a coat of wax on the floor. It sure looks spiffy!

In bringing you up to date on staffers, I'm listing January and February separately and hope that I haven't missed anyone.

## JANUARY-FEBRUARY STAFFERS

Russ Stockwell	*Julius Aceves	Al Ellis (2)	Trig Stanley (3)
*Margaret Collins	Bill Niedrich (2)	*Bea Akers	Mike Retz
Walter Morrison	*Pearl Smith (2)	Joe Laurent (2)	Scott Johnson (2)
*Pat Kettler	Dorothy Cotton	Jack Ebey (2)	George Medlin
Margaret Barksdale(3)	*Marge Becker	Tom Early	Evelyn Early
Hallie Holmes	Eric Sanders	Kay Stout	Dee Duncan
Kay Montgomery			

## MARCH-APRIL-MAY

Russ Stockwell (3)	Frank Kearney	Doris Dean	Lanny Starr
Bill Niedrich	Hallie Holmes (3)	Bob Simpson	Mike Retz (2)
Joe Laurent (2)	Margaret Barksdale (7!)	George Medlin (2)	Trig Stanley (7!)
*Pearl Smith (3)	Jack Ebey (3)	Max Miller	Don Pope (3)
Arlen Hurt	Dorothy Cotton	George Parish	Al Ellis (2)
*Margaret Collins (2)	*Julius Acevez	Joe Laurent	Mike Retz
*Mabel Parrapeto	*Ruth Kabler	Ed Arbuckle	Kay Stout
Vince Alesi			(*La Mesa Historical Society)

A really big thanks you to you all! Our award winning depot is the in-town representation of what we are about and many visitors are impressed enough to make the trip to Campo because of the fine people who come forward to be hosts. I would love to add your name to our next listing in the REPORT; just call me, Trig Stanley at 444-1648 to get more information.

# PSRM LIBRARY NEWS

by Eric Sanders

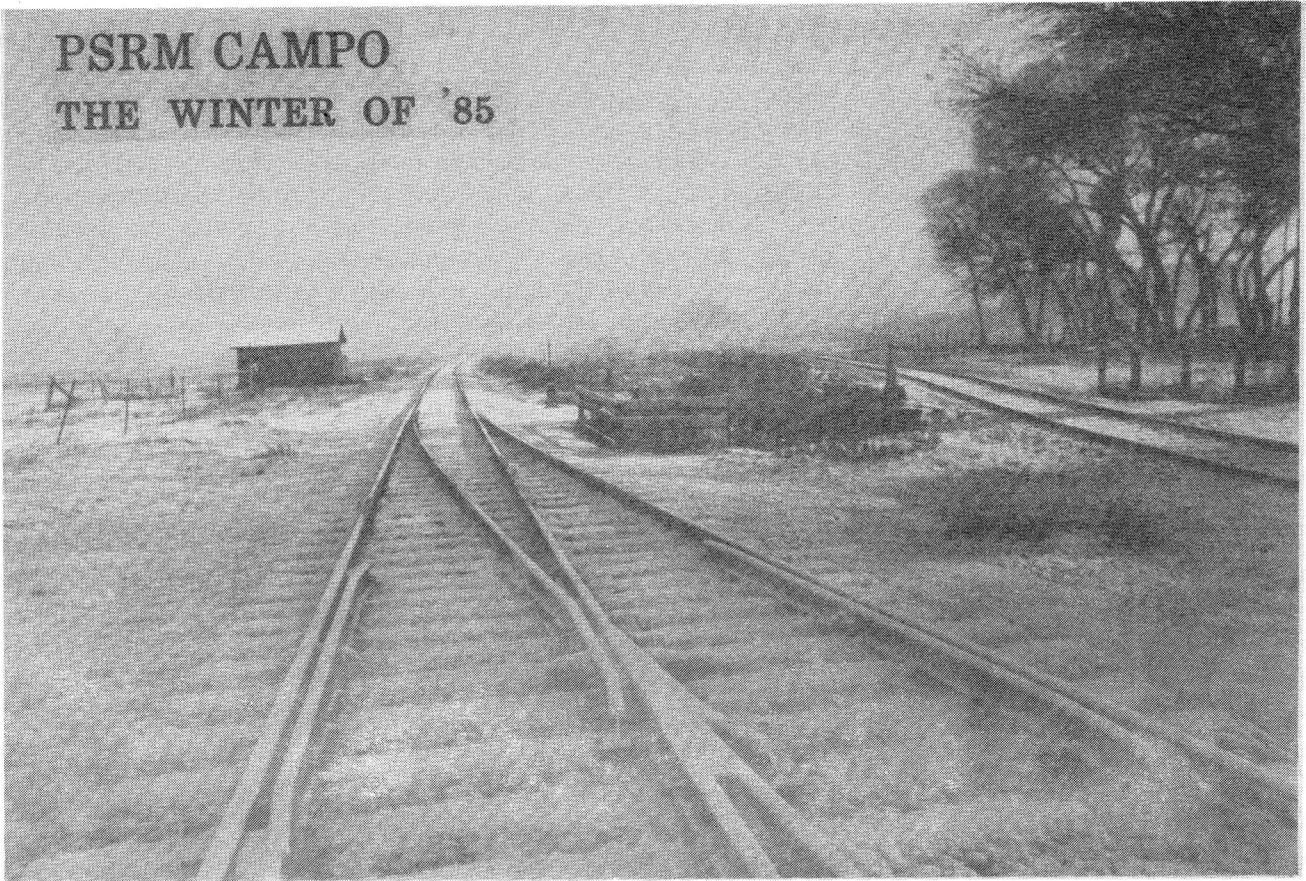
The library's pre-opening date has been postponed because library staffers have also been busy attending the training classes and/or otherwise asisting with Campo related activites.

Workers during the period of February 14 through May 10 have included Judy Arbuckle, Ken Locke, Roy Pickering, Bruce Semelsberger, and Steve Vincent. Bill Schneider is using library files as an aid in compiling a descriptive rolling stock brochure. MTDB staffer Charles Rineo also used library reference materials.

Some cataloging work can be done at a volunteer's home. Call the librarian at 469-1288 if you wish to be involved.

Judy Arbuckle has completed cataloging of the book collection. The library staff will be happy to accept donations of typewriter(s), files, cabinets, a desk, a work table, near current railroad periodicals, and museum/tourist railways brochures. Carpentry assistance is also needed. Ray Lethbridge, keeper of the newspaper clipping file, will coordinate his activity with that of the library.

**PSRM CAMPO  
THE WINTER OF '85**



This photo was taken by the REPORT editor on a frosty morning in March looking east up the S.D.& A.E. mainline from the Campo yard. The museum main track is at the right of this rare wintery scene. The speeder shed at the left was built in 1917. This is the most snow we have seen since the museum moved to Campo.

The long awaited installation of the Santa Fe three way switch is the big news this time. The layout work was done by engineer Russ Kimball soon after the last snow melted. (The winter of '85 saved all its nastiness for the month of March.) The snow is rare at Campo but did not slow down track work which is now concentrated in the yard throat area. A big track gang got the three way 90% down in a single day. The next day the gang connected it to car shop tracks one and two. Here are the guys that did the work:

Mike Reneau	Ron Milot	Dick Diestel	Joel Cox
Vince Tobin	Barney Barnier	Dale Prescott	Jim Enos
Larry Rose	Mike Panger	Jack O'Lexey	Jim Lundquist
		Danny Leix	Harry Hurry

New member Vince Tobin hauled much of the parts for this switch up from San Diego in his heavy truck and also reconditioned many track bolts in our machine shop. Harry Hurry (Life Member #10) out from Charlston for a three week vacation, was involved in many museum projects in addition to track gang duty. He helped Paul Bortell, Mike Retz, and Paul Westover install new steel siding on the car shop's east end. Harry also helped guide visitors around, although the big hitters in the staffing department this time are Ron Milot and Roy Pickering.

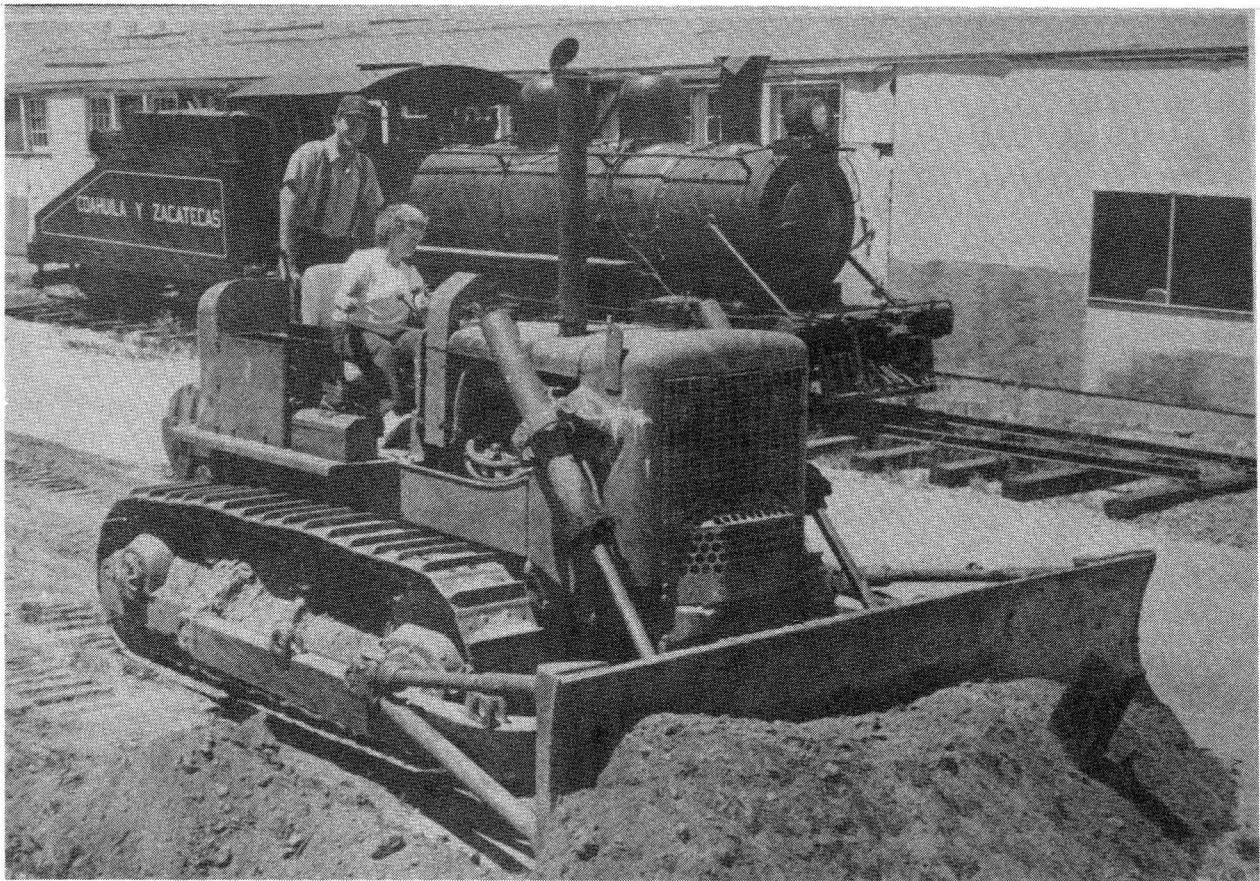
Ron also pinch hit admirably in our field kitchen when regular chef Paul Bortell was absent. Others assisting with kitchen duty lately are Larry Rose, Linda DiGiorgio, and Scott Thompson. Special thanks to Membership Director Tanya Rose for sending up two pans of brownies that were quickly snapped up by the sweat hogs.

Paul Bortell coughed up some big bucks again when he decided it was time to replace the incandescent lights with flourescent fixtures in the hall between the kitchen and the lounge. Barney Barnier did the wiring.

In the car shop, some kind soul swept up the machine shop filings and woodshop sawdust which had accumulated for months. It turned out to be the work of Harry Hurry again. Don and Dick Getz spent a day cutting and raking weeds around the shop and down tracks one and two. We could use another dozen self-starters like these guys every week!

John Thomas again provided his bulldozer for our grading project. In addition to John, Mike Reading, Karen Prescott (see photo), and Bob Kullberg took turns using it to scrape the pad for the lower carbarn and the parking lot on the south side of our property. Caretaker Joe Hartman also had his tractor going with the big rotary weed cutter attached, knocking down the spring weeds in the northeast supply storage area.

One Saturday in April there were more than fifty members working at PSRM Campo, split up about evenly among the various departments. The brakeman's training classes brought out even more new faces. At lunchtime, the lounge was jammed with members! What an encouraging sight! Big changes now happen in weeks instead on months! Great progress is being made on all fronts. All members are encouraged to come on out and keep this hot roll going. Jumping off place is still the La Mesa Depot at 8:00 a.m. every Saturday if you need a ride or would like to take someone out with you. See you there!



"I've always wanted to operate a bulldozer" said Karen Prescott to Mike Reading. "It's easy, said Mike, "hop up here and I will show you how". Karen is shown here scraping the parking lot at PSRM Campo after only a few minutes instruction for some on the job training. That's our narrow gauge C.y Z. #1 in the rear.

(Dale Prescott photo)

Here's an amusing incident just the right size to fill out this page: Have you ever heard the saying "A woman's place is in the mall"? Years ago, our Training Director, Dick Ruppert, lived in Lafayette, Indiana, with wife Ann, who did not yet know the ways of the railfan. One day Dick said to his wife, who was eager for an outing, "How about going down to the Monon Shops? Ann replied "Great! I love to shop--- let's go!"

# INDUSTRIAL ARCHEOLOGY

## (RESTORATION NEWS)

by Norm Hill

Loyd Gage's WESTERN SANDBLASTING once again has sandblasted some of our equipment. In a few hours our recently acquired Southern Pacific caboose #1351 and Dr. Dan Marnell's Cotton Belt caboose #35 were transformed. We are so very lucky to have a friend like Loyd Gage. He has done so much for our museum, sandblasting four steam engines, two passenger cars, five freight cars, and five cabooses in the last few years. He and his company are one of the main reasons our museum is on the way to having one of the most outstanding restored caboose collections in the United States.

The museum owes Dr. Dan Marnell a lot also for all he has done for us lately. He is now funding all the restoration of the Cotton Belt caboose as well as his S.P. caboose #1061. Dan wants to fully restore both cars before donating them! He recently acquired original Southern Pacific shop drawings and specifications to accurately restore his cabooses. Dan also worked on his caboose during the week at night as well as weekends to get #1061 ready for the recent "Shippers Special". You also will read about his DOW CHEMICAL CO. weed spraying donation in other parts of the REPORT. It is dedicated hard working members like Dr. Dan who have helped make PSRMA great.

What a dream come true having Peter and Theresa Snell joining our restoration crew! They come down almost every weekend from the Los Angeles area to work on their "adopted" car, Southern Pacific #1351. They also do "homework" almost daily at their home or at their silk screen company CREATIVE SCREEN PROCESS. It never ceases to amaze me the impact one or two very dedicated people can have on our museum. Thank you, Peter and Theresa, for getting so completely involved in such a short time!

### SP 644

The workers on this 1917 "shack" were Norm Hill, Bill Barbour, Larry Rose, Tom Travis, Steve Norris, Tim Floersch, Ted Kornwiebel, Edwin Ray, Suzanne Ray, and Nathan Drake. All of the outside exterior woodwork has now been stripped, sanded and primed. Tom Travis stripped both ends of the cupola by himself. The end platform grabs, hand-rail, ladders, and marker holders have also been stripped to bare metal and primed. This car's outside restoration has really progressed nicely thanks to the above people. Ted Kornwiebel is also doing a super job rebuilding and reglazing the windows!

### SP 1061

This future museum acquisition was worked on by Dr. Dan Marnell, Norm Hill, Steve Norris, Dick McIntyre, Bill Barbour, Larry Peterson, Al Barnier, and Bob Barnier. The car's interior was the primary focus of our work. A new desk was installed, the whole floor was sanded smooth, new closets, bed-benches, seats, and doors were built. A lot of damaged woodwork was removed and replaced; windows and doors were carefully primed and final painted. Some of the windows are now installed. New oak steps and platform decking were installed by Dan and Norm in a marathon workday that lasted until midnight the day before the SD&IV "Shippers Special". There is no doubt in my mind that this car will soon become one of the best restored cabooses anywhere thanks to Dan and our museum's restoration people.

### SP 1351

This car has had some very talented people working on it, including Peter and Theresa Snell, Norm Hill, Harry Doering, Mike Patten, Sam Trout from WESTERN SANDBLASTING who did a superb job sandblasting it, and Don Coleman, who along with his father Harold Coleman (both professional painters) primed and final coated the car. Peter and Theresa Snell scrubbed the car's interior walls, ceiling and floor and years of grime are now gone. Bad lumber and plywood have been removed. All of the toilet room walls and door have been stripped. The bathroom door has been rebuilt like new by Peter. The toilet has been totally taken apart, cleaned, parts rechromed, copper parts replated, and all put back together again. Peter also is restoring numerous other parts at home. The car's sink is so shiny it is almost too bright to look! Peter and Theresa really detail parts to a "better than new" state; we are very lucky to have them.

## COTTON BELT 35

Dr. Dan Marnell's car was also sandblasted by Sam Trout and painted by Don and Harold Coleman. Dick McIntyre installed new heavy duty door slidebolts to help secure the car. Peter Snell should have it relettered "Cotton Belt" by the time most people get this Report. The second "Great Freight" will have three very good looking former Southern Pacific cabooses to complete the end of the train.

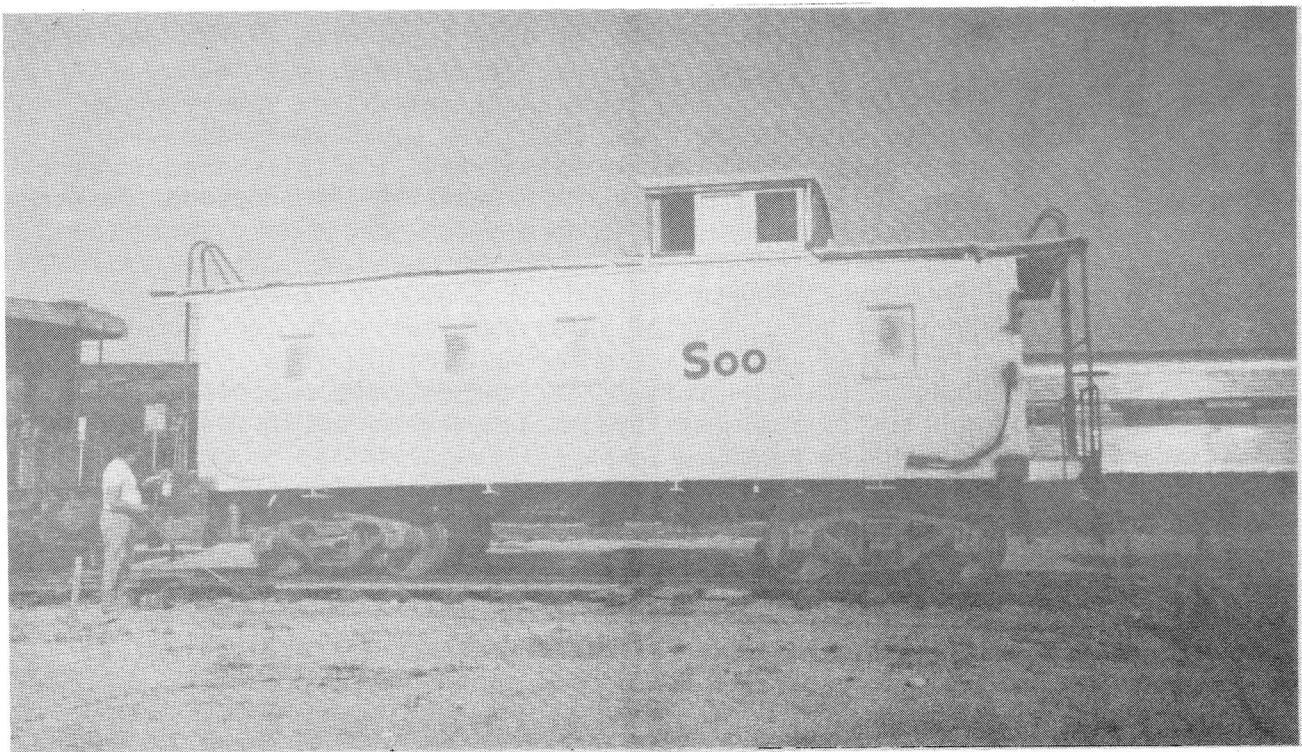
## S.M.V. RAILBUS

Jim Rasmussen and his friends continue to make very nice progress on this project. The whole outside is stripped and wire brushed clean. What a jewel this old Fairmont product will soon be!

## ATSF 1303

Norm Hill, Steve Norris, Tom Travis, Bill Barbour and Larry Rose worked on this car stored behind a warehouse in La Mesa. The work we did was, to a degree, senseless and pointless. We boarded up windows and cleaned out vandal debris caused by some slug-brained, sub-human sick people who think (if possible) that destroying 1920 era railroad equipment is fun! Windows that were looked out of while "Lucky" Lindburgh was flying the Atlantic were shattered. It is really sad to clean up vandal and bum trash. Hurting or "killing" an old railroad car, it seems to me, is a terrible thing. One nice thing did happen, though. Fortunately, one etched screen glass Santa Fe window was left intact. Larry Rose was able to remove this priceless gem for safe keeping. Another identical window was stolen by the worst type of scum bag, the railroad thief. It is hard for me to understand what kind of slug enjoys "collecting" railroad things by stealing from railroad museums.

I wish someone who is reading this Report would "adopt" this car. She was a part of Santa Fe's finest "varnish", and is rich in history, having run in the southwest. #1304 needs someone who really cares, and is similar to our restored Santa Fe car #1509. The two cars together would look great!



What's this?! A Soo Line caboose at PSRM? Not quite! This is S.P. shack #644 in white primer and the plastic sheet lettering is a joke on Bill Barbour (a fanatic S.P. buff) which was whipped up just for laughs by Peter Snell. Norm Hill finishes the painting at left. (Larry Rose photo)

# HONOR ROLL

We proudly list these members and friends of PSRMA who have gone to bat on our behalf and not mentioned in separate articles. Certain names, as you may notice, consistently show up in the Honor Roll, and new ones are added too. Without this type of extra support, we would have to dip into museum funds for these much needed supplies and services. What a terrific boost not only to on-going projects, but to the morale of our hardworking foot troops when such help is forthcoming. Thank you, all!

JIM LUNDQUIST turned in receipts for his out of pocket expenses in behalf of PSRMA for 1984. His tax deductible cash donations totaled \$4,158.42!

JOHN ASHMAN was also busy beating the April 15th tax deadline. His cash donations for 1984 rounded off to \$3,739.00! That's a very nice supplement to the Mechanical Department budget.

LARRY ROSE invested \$3,800.00 cash in PSRMA in 1984 including all of the museum's postage bill, all of the REPORT production and photography expenses, and most of the consumables used in the kitchen and toilets at the museum.

(We know that many other regulars involved in big projects at Campo had similar contribution totals for last year. Although some individual contributions from these people were recognized in REPORT, we conservatively estimate PSRMA's "silent donation" total for last year at \$25,000.00! )

HAWTHORNE EQUIPMENT CO. of San Diego donated the use of a road grader for our Clover Flat passing siding project. They also donated a valve grinding machine for our machine shop.

PHILLIP SHEPHERD of Coronado funded a barrel of diesel fuel for our locomotive projects.

GEOFFREY SHEPHERD also donated cash to the fuel depot at PSRM and cleaning supplies for the #1809 project.

NORM HILL of Irvine donated restoration supplies as usual, and was the first to send in his pledge of \$1,000.00 to move S.P. engine #2353 to the museum.

ESAO SUMIDA AIA of Del Mar donated cash to the #644 Fund in memory of Hal Johnson. G. & H. MANUFACTURING CO. of Clawson, Michigan, donated a C note to the #644 Fund also in memory of Hal Johnson.

STEVE NORRIS also donated cash to the #644 Fund.

TOM TRAVIS is another big cash contributor to the #644.

PAUL BORTELL funds all of his projects in and around the car shop and consistently makes up the shortfall in his famous \$1.00 a plate luncheon specials.

DUANE LEAL donated cash to our Engine #104 Fund.

JIM DOBBIS, INC. of New Castle donated an old S.P. caboose stove.

TOM TUCKER of MISSION SHEET METAL located in Anaheim fabricated and donated parts for our Fairmont speeder fleet.

JACK BOLDRICK of El Cajon donated a roto tiller and attachments for our groundskeepers tool shed, a small compressor, bunk bed frames, and mattresses for our bunk house and a Craftsman jointer for our woodshop.

GENE DRAMM of La Jolla donated a slide projector to our Speakers Bureau to be used in community drum beating for PSRMA.

BILL BARBOUR donated cash and supplies to his favorite project at PSRM-caboose #644.

DICK MC INTYRE continues to donate all welding rod and supplies needed to put the ATSF gantry crane back together.

DON & HAROLD COLEMAN donated paint, supplies, and equipment required for the priming and painting of S.P. caboose #1351 and S.S.W. caboose #35.

## MECHANICAL DEPARTMENT NEWS

### Coos Bay No. 11

Installation of fifteen staybolts is just about the last thing left to do on this engine other than some cosmetic work here and there. Larry Rose and Ken Helm painted the water saddle tank with two coats of acrylic enamel. Bob and Rick Nilson, owners of a sign painting shop, lettered the tank beautifully, using patterns supplied by Larry Rose. Others working on this locomotive last month were:

Randy Gibson	Brian Valleau	John Ashman	Geoff Scheuerman
Mike Seed	Bill Palmer	Jim Hamill	Mike Panger
Scott Thompson	Steve Oualline	Harry Hurry	Brian Kurth
Chris Cooper	Rene Scheuerman	Mike Reading	Pat Davison

### Shay No. 3

As the work on #11 winds down, #3 is becoming the focus of attention of our mechanical crew. All bearings in the drive shaft system are being repacked and all appliances are being serviced. Thanks to all those folks (Jim Hamill, Bob Anderson, and others) who have brought up used oil to fill the fuel bunker of this locomotive. We can use all we can get. Here are the workers on #3: Carl Ripple (& family), Mike Panger, Brian Valleau, Pat Davison, Mike Seed.

### 7485

This little 45 ton diesel is back in service. Ken Helm and Dan Robirds installed new brushes in the traction motors and did a full lube job.

### 1809

John Gieffels has really got a crew going on this engine. Everyone is working hard to get this big diesel ready to paint. A lot of body putty and sheet metal work is starting to show great results. A lot of rusted metal has been cut out and the battery boxes have been rebuilt. The workers:

Dave Slater	Jeff Arnett	Wayne Davis	Geoff Scheuerman
Ron Hyatt	John Schmeling	Dick McIntyre	Gaylen Dyreng
Geoff Shepherd	Henry Lines	Dan Robirds	John Gieffels
	Rene Scheuerman	Bill Taylor	Steve Oualline
		Gordon Buck	Bob Haney

### Speeders

Engine and brakework is being done on our fleet of track cars (see donation article elsewhere). While the engine work is being done on two of the cars, the bodies are being repaired so they can be used as trailers until refitted with motors. The speeder workers:

Bob Nickles	Dale Prescott	Jim Enos	Brett Tallman
Vern Cook	Mike Seed	Larry Rose	

### THE OLD PASSENGER HOG

by Floyd H. Struble

Here she sits beside the highway  
 Finished now, this outworn rover.  
 Children clamber on her pilot  
 Rail fans stop and look her over.

Firebox door is welded open  
 Water glass and gauge cocks missing.  
 Both injectors closed forever  
 Air brake valves no longer hissing.

Stories she could tell of courage  
 Old time hoppers' deeds of daring.  
 Strings of coaches brightly lighted  
 Hot box troubles, torches flaring.

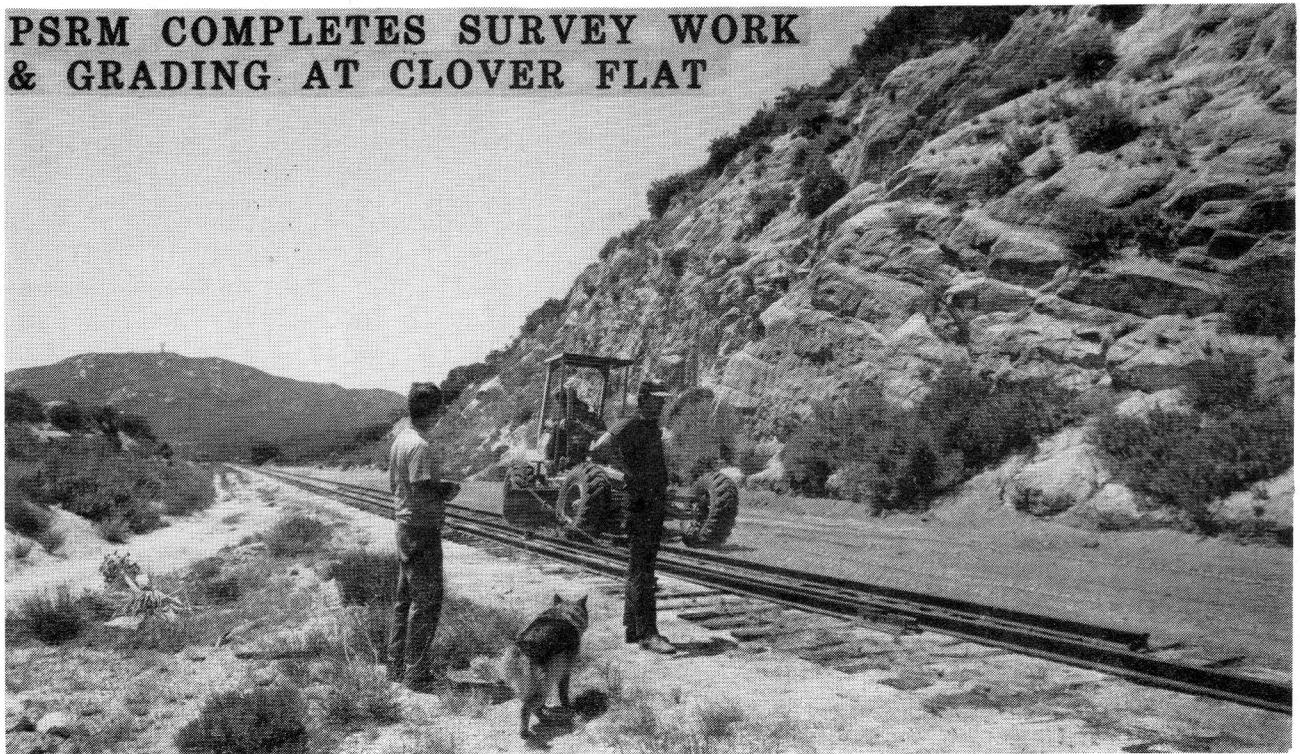
Eyes of wild life 'mongst the shadows  
 In the headlight softly gleaming.  
 Side rods flashing, whistle wailing  
 Passengers asleep and dreaming.

Single track and close dispatching  
 Time on meets shaved very thin.  
 Forest fires and floods and blizzards  
 How they rapped her, wheeled her in.

Hoboes riding on the tender  
 Switch lights glinting green and red.  
 Railroad bulls with badge and night stick  
 Town folk hours ago in bed.

Now she sits beside the highway  
 Done with valve oil, coal and grease.  
 Symbol of the march of progress  
 Rest, old lady--rest in peace.

## PSRM COMPLETES SURVEY WORK & GRADING AT CLOVER FLAT



A road grader loaned by HAWTHORNE EQUIPMENT CO. and operated by Mike Reading is shown here dragging the rail off the location of the east switch at PSRM's new Clover Flat siding. The grading for the roadbed has already been completed for the 900 foot siding and three PSRM track grunts (one of which is the executive director) are admiring the work in the foreground. (The short, bushy tailed worker is not the executive director!) (Larry Rose photo)



The museum survey team is shown in this view riding our ex-navy S-2 gang car in a cut about two miles west of Clover Flat. From the left are: civil engineer Russ Kimball, Executive Director Jim Lundquist, speeder pilot Ron Hyatt, and Jim's mutt "Ms. Sport". The photo was taken by the museum architect who was also along for the rod and chain work party.



# EVERYTHING TRAINS Gift Shop News

**WE'RE HAVING A SALE!**

**10% to 50% OFF** many items in the shop! Come in and SAVE!

AND LOOK AT THESE **NEW ITEMS COMING IN!** --

## **CHILDREN'S SUMMER WEAR**

Infants' and children's summer wear in adorable train designs.

## **WORK CLOTHES AND TRAIN CREW UNIFORMS**

Genuine **Oshkosh B'Gosh!** heavy-duty work clothes, the favorite of railroaders for decades. The official PSRMA train crew uniform, or wear it as just plain good quality work clothes.

We can special order for you if we don't have what you want in stock.

## **PSRMA COFFEE CUPS ARE BACK**

We have 2 new styles of mugs with the PSRMA logo in full color.

There's the usual size coffee mug and a new giant size mug.

We can customize them with your name fired on in gold. A terrific gift for your favorite PSRMA member.

## **NEW WHISTLES AND WOOD TRAINS**

Delight the child in your life with one of our new whistles.

Spell out his name with our new trains - each car is a letter!

## **ANTIQUES AND COLLECTIBLES**

We have the broadest variety of authentic railroadiana in town.

Most of them are one-of-a-kind items, so the stock keeps changing.

**IT'S SUMMER AGAIN!** and it can get hot in our railroad car. So if you're making a special trip out to see us, please call first to make sure we're open. We'll also try to meet you by appointment if you need something when we're closed.

A great big **THANKS TO OUR STAFFERS** for April and May -

Cecil Badman

Terry Danielson

Carmen Donavon (3)

George Geyer

Traci Jackson

Dave Slater (2)

John Cunningham (2)

Linda DiGiorgio

Bill Evans

George Heflin IV (8)

Martin Katcher

Charlie Wade (3)

Kathy Danielson

Bette Donavon (2)

Rae Gay

Brian Jackson

Roy Pickering (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.