

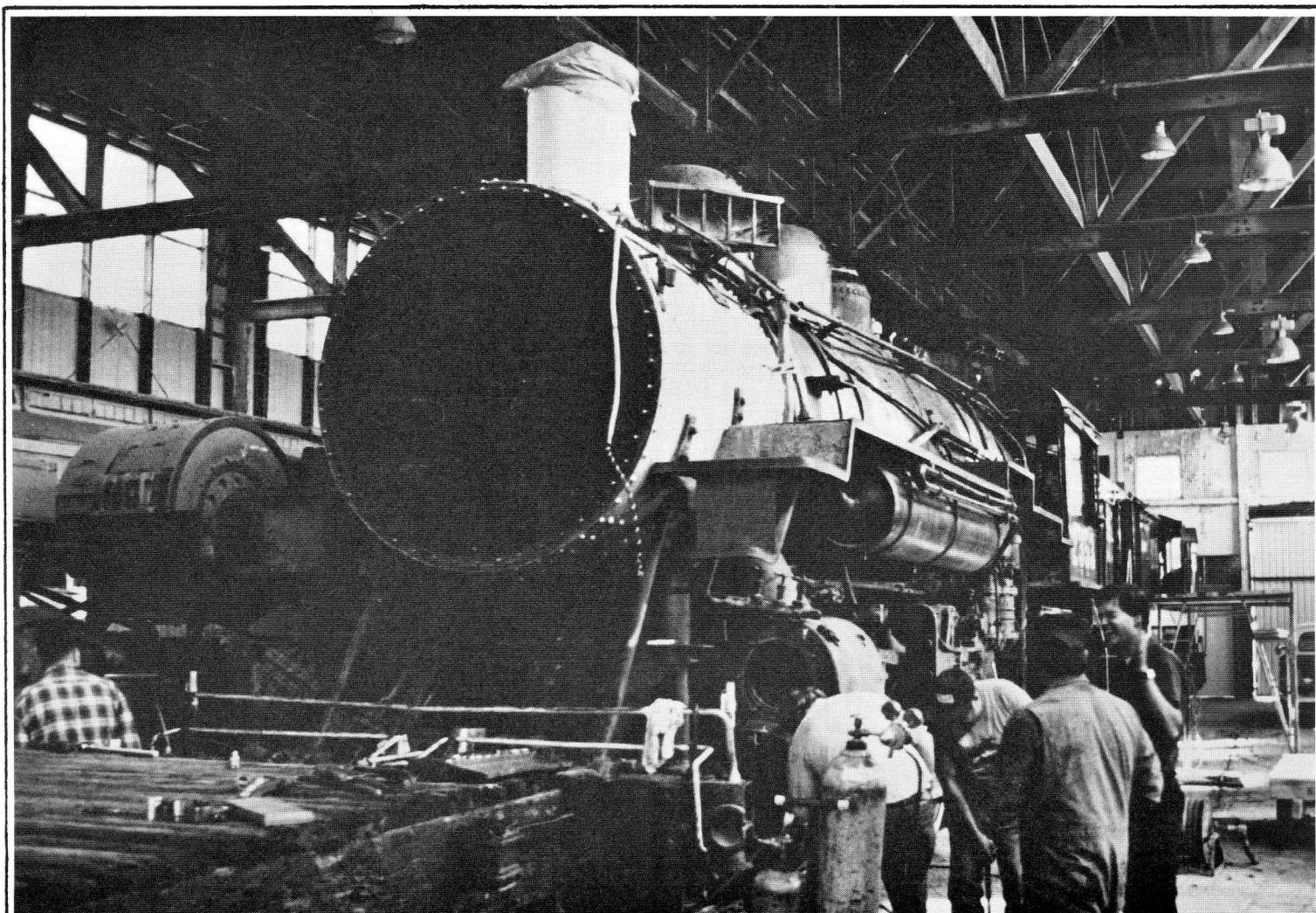


Mar.-Apr. '87

REPORT

No. 209

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



OVERHAUL UNDERWAY ON SP 2353

The PSRMA steam crew has started the first phase of the rebuild effort on our Southern Pacific ten wheeler. Work on the 1912 Baldwin product (with 1942 AlCo boiler) began in late April under the direction of steam expert **Dennis Dougherty**, former president of the Illinois Railway Museum at Union, Illinois. We met Dennis at the Tourist Railway Association (T.R.A.I.N.) convention two years ago and invited him out to survey our steam locomotives and set up our rebuild program for #2353. His two week stay involved a lot of getting dirty and knuckle busting wrench work in addition to the preparation of a lengthy document spelling out the step-by-step procedure to bring this big 4-6-0 back to first class condition. The details of this important project are featured in this issue of the museum rag along with the latest gossip from the west's fastest growing railway preservation outfit.

SP 2353 STARTS ON THE LONG ROAD BACK

#2353 has been disconnected from its big Vanderbilt tender and now resides in the car shop over the inspection pit. The smokebox front was lifted off just before this operation so the superheater tubes could be removed. Once placed inside, a flatcar was brought up by the yard switcher and coupled to the engine's pilot. After being loaded with tubes and other parts, the flat was pulled out and spotted adjacent to our newly arrived U.P. boxcar where the material was tagged and transferred for storage. This grunt work was done by **Geoff Scheuerman, David DiGiorgio, Larry Rose, and Dennis Dougherty.**

The connecting rods were taken off to service the bearings and then reinstalled when everything was found to be in good shape. While this was going on, the cylinder covers were being removed to reveal our first serious problem in the restoration of this locomotive. The piston rings are missing! This is not too difficult a problem to overcome, but it will be expensive to get new ones made. Doing the considerable amount of wrench work for this phase were **Vince Tobin, Jim Lundquist, John Ashman, Larry Rose, Geoff Scheuerman, Jim "Crow" Rasmussen and Dennis Dougherty.**

After two weeks of intense work led by **Dennis Dougherty** got the project launched, another month of Saturdays has seen the boiler mounted equipment removed for individual bench top restoration. Injectors are being rebuilt, gauges calibrated and tested and valves lapped. The driver and pilot truck bearings were cleaned and serviced while the engine was over the pit. The loco will be moved soon for removal of the boiler jacket and lagging. The workers during this phase were **John Ashman, Doug Mick, Joel Cox, John Buzzell,** and a few others in the pit who didn't sign the log book.

This a tough project which will take two years at least to complete and will consume about \$50,000 of museum resources, most of which we do not yet have. This sum represents a pretty good deal to get an engine of this size back in service. Funding will be for materials and special machining and parts only. Labor will be provided by the dedicated group named above as a labor of love.

All members are encouraged to help out either with cash or labor. There are lots of labor intensive tasks to be done, as every square inch of this big locomotive must be cleaned and polished or painted. Cash will be needed for new cylinder rings, new lagging, spring work and many gallons of black DuPont Imron paint (only the best for this project!) We want this engine to be standing tall when it leads the return of passenger service through Carriso Gorge!

EXCURSION GROUP HAS GREAT FIRST HALF! by Harry Doering

Back around the first of this year when we were struggling to put a budget together for the museum, we (we being members of the Staff) felt that since the Excursions Committee had netted about \$20,000 last year, they might be able to do the same this year, so that is what we put in the budget.

Little did we know how this year was going to go, certainly nothing like it started out. Trip #1-87 was to be to Empalme, but had to be canceled because of a lack of participants. What, us worry?? You bet we were worried!

Then came excursion #2-87, our ever popular one-day trip to Puerto Peñasco. The first problem was the lack of a coordinator. From somewhere, **Ann McVeagh** came up with a young lady named **Sylvia Montero**, who agreed to help us and do the reservations. We were a bit skeptical because of her lack of experience but we signed her up and started routing trip requests to her.

Sylvia's first panic came, not from being overwhelmed by the volume of work, but that she had more requests for reservations than the seven cars consist could carry---not just a few more, but a whole lot more. What to do?! The final decision was to schedule a second section in late April, #2A-87. This time, the consist was four cars and these were filled as well.

Sylvia's second panic came the morning of departure for #2-87 when she found herself and a half-dozen others at the La Mesa Depot with all of the busses having already departed. But did she panic? Heck no. She called me and I panicked. The small group finally found their way to Mexicali in a nice shiny limo rented from Paul The Greek, ably arranged for by Sylvia, and arrived in plenty of time to catch the train.

Trip #3-87, our annual Copper Canyon excursion, was ably coordinated by **Shirley Simpson**. This trip followed suit and was sold out several weeks before departure.

Finally, #4-87, with **Corrine Gallagher** ushering her group to Guadalajara, had been previously limited to about two dozen. Corrine was able to arrange nearly doubling its size and it, too, was sold to capacity long before the departure date.

So, what's this all about?? Referring to the budget, where the Excursion Committee was asked to net a total of \$20,000 for the entire year, we are absolutely delighted to be able to report that during this first half alone, the committee has brought into the general fund a net of \$26,000. Remember, there is still the second half of the year to go!

Members of the Board of Trustees, as well as the Staff, and the rest of the museum membership thank Ann and her world travellers for all their hard work and devotion to their tasks (not to mention all the nice money that came with it). GREAT GOING, LADIES, AND AGAIN, THANKS!

COVER PHOTO: #2353 is shown here in our Campo shop with its front end open, ready for tube removal. Visible in this photo, from left, are **Steve Oualline, John Ashman, Vince Tobin, Dennis Dougherty** and **Jim Lundquist.** (L. rose photo)

Report

Official publication of the Pacific Southwest Railway Museum Association
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EDITOR Larry L. Rose -- ASSOCIATE EDITOR Tanya Rose
ONE YEAR MEMBERSHIP

Individual \$20.00, Senior/Student \$10.00, Family \$25.00, Contributing \$35.00, Supporting \$50.00
Sustaining \$100.00, Corporate Business \$100.00, Life Membership (Individual) \$500.00 (Seniors over 65, \$300.00)

INDUSTRIAL ARCHEOLOGY

(RESTORATION NEWS)

by Norm Hill

G 10

The latest round of restoration on our 1942 former U. S. Army kitchen car has been completed. All the car's sides and ends had all the paint prep completed. The car's main frame was totally stripped, along with the trucks, air tanks, brake pistons, triple-valves and numerous other underbody parts. The floor was re-painted grey. The roof and catwalk were stripped and given two coats of aluminum paint. **Bob Toledo**, owner of **Mission Valley Painting**, painted the car's outside with a match of its original army olive drab green. The people who really did a super job on this car were: **Norm Hill, Ken Faller, Tom Travis, Steve Norris, Bill Barbour, Dan Haggarty** and **Charles Alban**. **Dick Mc Intyre** did some great repair work on the car's center side doors. Others who assisted were: **Skip Carlisle, Earl Carlisle, John Buzzell, Jim Lundquist** and **George Heflin IV**.

SP 644

This car's interior has been slowly but surely improving. All of the walls, ceiling and benches have been stripped. About one half of the walls have been sanded and a lot of holes in the woodwork have been filled in. This work was done by **Bill Barbour, Steve Norris, Tom Travis, Ken Faller** and **Charles Alban**. **Ross Robinson** completed #644's catwalk and end ladders.

C&O 90751

Again, **Ross Robinson's** carpentry ability really helped improve this car. He built new catwalks and completed all the roof hardware and ladder installation. We really miss him when he goes back to Canada every Spring. Ross is also very active in our car shop construction. Hope it snows early, Ross...

SD&A 251,255

A lot of very dedicated people have been working very hard to "convert" more of our museum's former Erie Lackawanna cars into 1930 era appearing coaches. Special thanks should go to **Jim Hamill**, who has worked many, many days on these cars. **Paul Bortell** and **Dave Slater** have also worked on rebuilding what seems like countless windows. **Ken Helm** has worked on grinding down the flat wheel spots acquired during these cars long journey from New Jersey to San Diego. **Dick McIntyre** repaired metal problems and removed a lot of useless electrical gear all over the cars. **Jim Hamill** and **Ken Helm** also worked on removing electrical gear. A lot of paint prep was accomplished; sides and ends were sanded smooth, window sills were stripped and sanded, some Bondo work was done and the cars' trucks, air tanks, battery boxes, brake pistons, triple-valves and other undergear parts were needle gunned and wire brushed.

The key people involved in the paint prep were **Norm Hill, Bill Barbour, Tom Travis, Charles Alban, Martin Nemerever, Steve Norris** and **Dan Haggarty**. Special thanks to **Dick Ruppert**, who sanded one whole side of a car in one long day. **Bob Toledo**, our professional painter, primed and final painted the car. The cars were cleaned by **Larry Rose, Geoff Shepherd, Harry Hurry, Skip** and **Earl Carlisle, Dale Prescott, Joel Cox, John Buzzell, Charles Alban** and **Bruce Semelsberger**.

SD&A 250

Our first tourist car placed in service has also been worked on. Good ol' "One Side Rose" finally lettered the car's second side. **Ted Kornweibel, Larry Rose** and **Harry Hurry** installed new metal window sills designed by **Ross Robinson**. (They fit, Ross. Good show!) Larry also installed some new side windows. **Ken Helm** worked on the flat wheel problem. Norm washed down the car's undergear and the car looks pretty good.

HELP WANTED

In the next few months we need to continue to improve our tourist cars. We still do not have enough cars for all our upcoming events and our expanding tourist operation. We really need **YOU** now. Some of the work is easy. For instance:

1. Sanding the cars' sides with little electric palm sanders.
2. Cleaning out the sand left from the sandblasting process.
3. Scrubbing car seats.
4. Cleaning and oiling the seat back mechanisms.
5. Sanding and finishing the hardwood seat arms rests.
6. Installing and adjusting windows and window shades.
7. Installing and detail painting baggage racks and light fixtures.

The transformation of the old Lackawanna commuter cars into SD&A passenger coaches is a big project that needs at least fifty people involved but, so far, has less than a dozen participants. What a great way to get involved in your railway museum. Remember, workers with two hundred hours of work on our tourist cars will be first in line on our special Carriso Gorge train! Call **Norm Hill** at **442-6922** and show up any Saturday.

PSRMA is proud be affilated with these national organizations

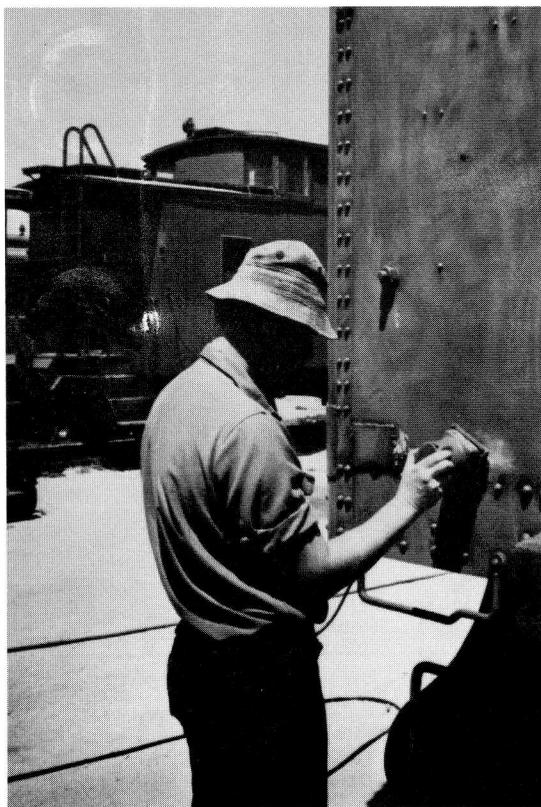
arm

ASSOCIATION OF RAILWAY MUSEUMS

TRAIN



Tourist Railway Association Inc.



These photos show work in progress on our SD&A coaches that are being made ready to be the principal players in our tourist railway business. The top photo shows **Skip Carlisle**, **John Buzzell**, **Earl Carlisle** and **Geoff Shepherd** cleaning, oiling and repairing coach seat frames. The seats themselves are out being recovered at a little upholstery shop in Tecate. **Bob** and **Margie Provost** are handling the project.

At lower left is **Charles Alban** sanding body filler in small cracks and holes. At right is Harry Hurry with the hydro blaster removing years of dirt and crud from one of six ex-DL&W cars owned by the museum.

(L. Rose photos)

SD&A NEWS

Our operating department volunteers are doing a super job running our San Diego and Arizona Railway. Ridership is up and revenue for the first four months of 1987 stands at \$28,183. Expenses for the year so far have totaled \$8,353, leaving \$19,830 in the SD&A till to finance coach rebuilding and other related museum projects.

Maintenance on engine #1809 is performed routinely by **Geoff Scheuerman, Don Getz, Gaylen Dyreng, David DiGiorgio, Vern Cook** and **Ron Hyatt**, among others. Only once in more than a year of regular operation did the locomotive let us down. #1809 developed a sporadic electrical short that took almost three days to find. We can not say enough about the tremendous effort by **Dick Cupp**, who led a team composed of **Craig Coney, Geoff Scheuerman** and **Dan Robirds** on the night and day wire tracing trying to find a nearly invisible hole in miles of insulation. A tiny tear was found at last in a traction motor cable which shorted to the frame only under load. It took only a few minutes to fix and then many hours to put the locomotive back together.

We now have the Fairbanks Morse loco (ex-U.P. #1366) to back us up should anything happen this summer. So far, the equipment is performing beautifully. All equipment passed its annual inspections as required by our lease agreement with railroad owners MTDB. **Mr. L. W. Wilterding**, District Mechanical Supervisor for the Santa Fe in San Diego did the honors, as usual.

Here is the honor roll of members running the museum railroad in the last few months.

AGENT	TRAINMASTERS	CLERK	TICKET CLERKS
Louise Reneau	Geoff Scheuerman Don Getz	George Heflin IV assisted by Jenifer Barnier	Louise Reneau Jenifer Barnier Nancy Getz Mike Reneau
ENGINEERS			
Ron Hyatt Vern Cook Geoff Scheuerman	Gaylen Dyreng Jim Lundquist Ken Helm		Don Getz Bob Nickles David DiGiorgio Dave Slater Mike Reneau
FIREMEN			
Steve Norris Dick Ruppert	Mike Kemp Doug Mick		Gordon Buck Bob Nickles Mike Reneau Ed Gaede
CONDUCTORS			
Dave Slater Jim Lundquist Don Getz	David DiGiorgio Tim Floersch		Rene Scheuerman Mike Reneau Dick Ruppert Gordon Buck
BRAKEMEN			
Mike Reneau John Pattison Gene Dramm Rene Scheuerman Sy Goodman	Diana Scheuerman Robert Watrous Vern Cook Ed Gaede		Don Getz Mike Kemp Steve Norris Robert Dowling Doug Mick Mike Patten Phillip Heil Jack O'Lexey
SPEEDER CREW			
Craig Coney Diana Scheuerman Mike Patten Steve Oualline	Doug Mick Paul Westover David DiGiorgio Jack O'Lexey		Joe Beard John Pattison George Heflin IV Bob Nickles Mike Kemp George Boggs Don Getz
CAR ATTENDENTS			
Don Pope Bill Schneider Vern Cook	George Heflin IV Jenifer Barnier Dan Robirds		Mike Pope John Kernitzki Ron Milot Dorcas Utter Ann Ruppert

Special thanks to **George Heflin IV**, an industrious young high school student with a great appreciation of railroad tradition, whose on-board snack bar and soda concession is netting \$400 a month for PSRMA! Thanks also to **Barney Barnier** and **Geoff Shepherd** who recycle the aluminum cans saved by George each operating day.

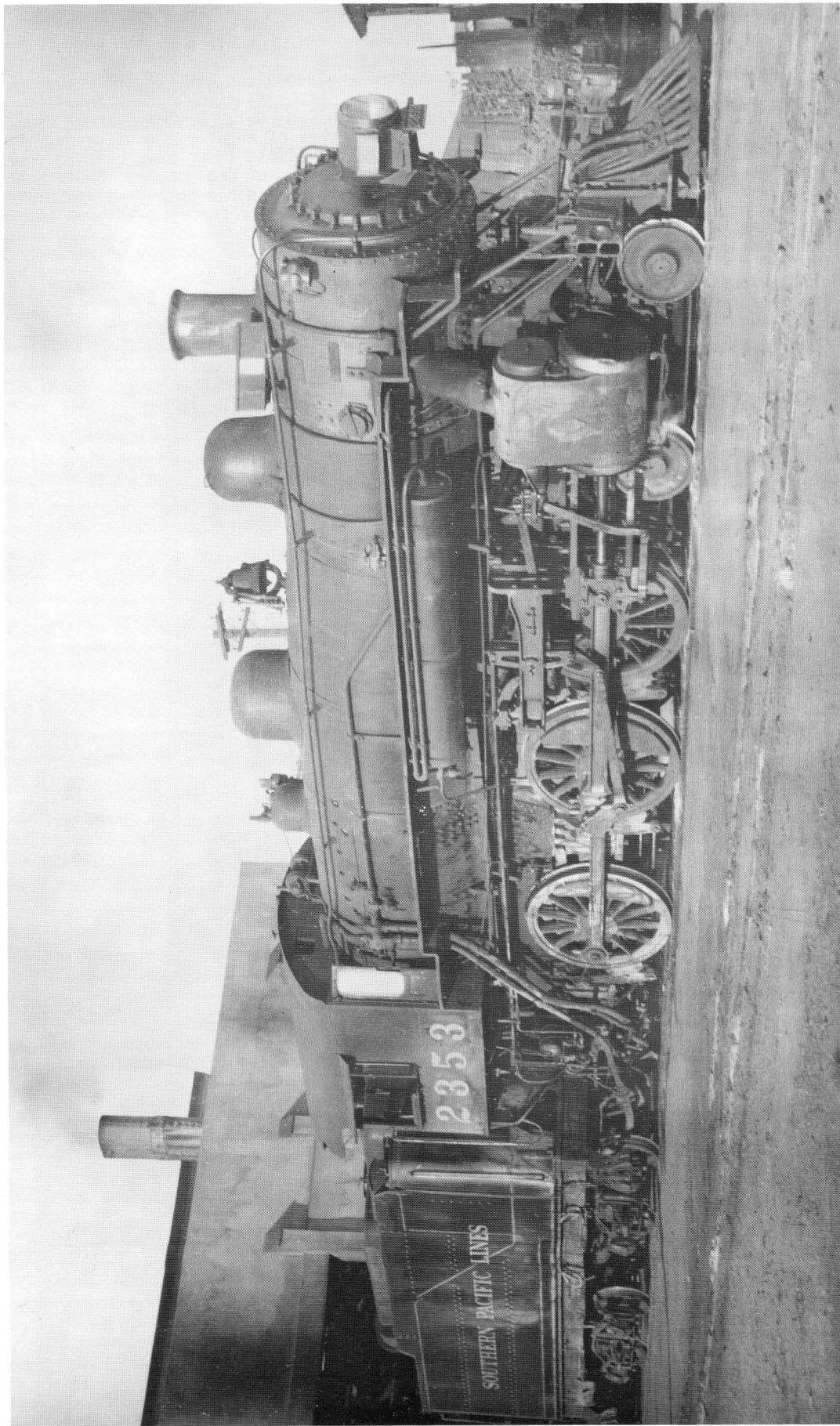
Congratulations to **John Pattison**, who landed a paying railroad job with the San Diego and Imperial Valley Railway. At this rate, our regular crew will soon be running that entire railroad, too!

GREAT FREIGHT TWO AND A HALF

Our Fairbanks Morse locomotive went back down the hill last month to fetch the few cars that missed Great Freight II in February. The cars, ballast hopper SWPC #101, Amtrak baggage-dormitory #1500, the last Lackawanna electric and the second ex-Air Force heavyweight coach were set out at Matanuca on the Tiajuana and Tecate Railway by the San Diego and Imperial Valley Railroad. This location, twelve miles into Mexico, made for a short trip for our ex-U.P. FM unit. Our crew, with SD&IV General Manager Dick Engle along for the ride, left Campo after breakfast and returned with the short train before 3:00 p.m.

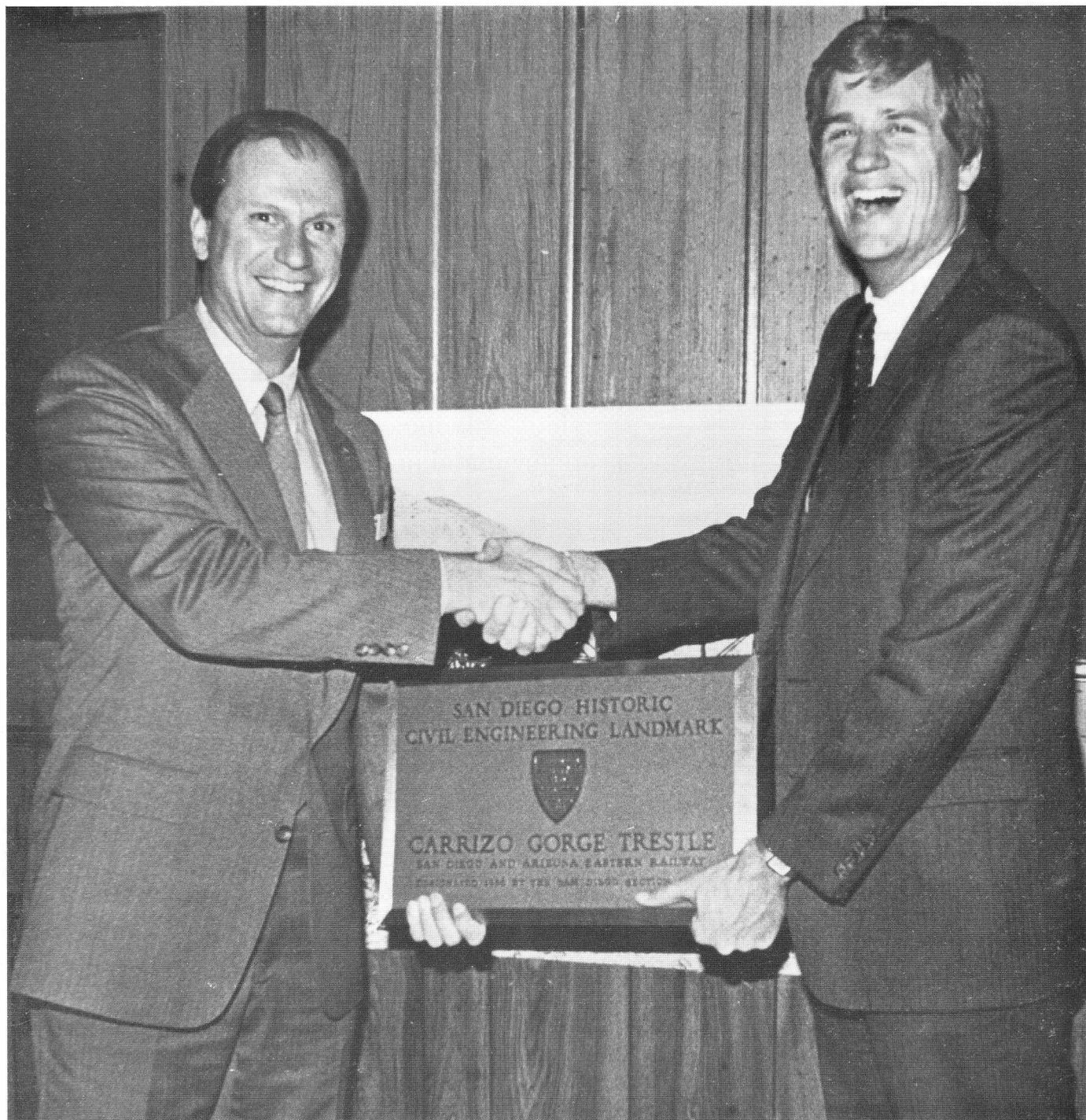
The ex-Air Force car and the hopper car had been stored at Fallbrook and were en route on the Santa Fe when Great Freight II suddenly took off. The Lackawanna coach missed the first train due to wheel flat spots. It was welded up and ground to profile by local Santa Fe carman **Frank Chavez**. Amtrak #1500, ex-ATSF Super Chief veteran owned by board member Dan Marnell, missed the February ride because vandals had removed some key air brake parts at its La Mesa storage site.

Arrangements for this light haul fell into place so fast that few of our regular Campo workers found out about it and not a single photo of the event was taken. **Norm Hill** helped set things up with SD&IV but even he was too busy working at Campo to grab his camera and give chase.



To drum up support for the #2353 project the editor decided to run this rare photo of our favorite ten wheeler parked in front of the long gone SD&A engine house in San Diego. The photo, loaned by **Guy Dunscomb**, was taken in 1935 before the engine acquired its present long distance water bottle. The little square tender just isn't proportional to the mass of the fat boistered Baldwin. The Vanderbilt tender is much more stylish. Steam buffs will also notice the lack of a power reverse on the loco at this time.

As far as anyone can determine, this locomotive and our 2-8-0 #104 are the only steam engines still in existence to have frequented this engine house. One other sister engine, #2355, is still alive in Arizona but, so far, no photos of it in service on the SD&A have turned up. Although #2353 was a "rental" unit in pool service, it IS a native son of the southwest and a regular traveller over the rails of the SD&A. Such a hen's tooth deserves a careful restoration and a grand return to its old stomping grounds in the full glory of live steam! If everybody pitches in with either their checkbook or their body or both, this engine will easily steam again on schedule. This 75 year old iron horse needs your help now. We raised \$20,000 to acquire it and move it. Now, let's make it work again!



Tom Larwin, the General Manager of the Metropolitan Transit Development Board (MTDB) is shown here presenting a brass plaque honoring the famous Goat Canyon trestle in Carrizo Gorge as a historic civil engineering landmark to **Jim Lundquist**, PSRMA Executive Director. Mr. Larwin is a civil engineer and the occasion is the annual dinner of the San Diego Section of the American Society of Civil Engineers (ASCE).

The trestle is the largest wooden railroad bridge in existence in North America and is one of the reasons the San Diego and Arizona Railway was called "The Impossible Railroad". The structure was built in 1932 to get around a constantly collapsing tunnel. **Carl Eichenlaub**, the superintendent of the SD&A and later the SD&AE, designed the bridge and supervised its construction. Mr. Eichenlaub is still alive and visited our museum at Campo last year. He is 92 and is the best source left of SD&A history. He worked on the SD&A for more than fifty years and in 1918 designed the logo featuring Carrizo Gorge which now adorns the tee shirts and coffee mugs at the museum as well as our stationary and printed matter.

The brass plaque will be mounted at the museum shortly amid much fanfare and hoopla. It now seems our destiny to run a passenger train across this trestle in the not too distant future. This spectacular bridge needs to be preserved now more than ever and regularly shown to the world. At last, the hometown railroad is getting some of the attention it deserves.

OUR BEST TIE CHART EVER!

JAMES ANDREWS	JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN
JAMES ANDREWS	JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN
JAMES ANDREWS	JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN
JAMES ANDREWS	JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN
JAMES ANDREWS	JAMES ANDREWS	JAMES ANDREWS	ROBERT BIRKETT
JAMES ANDREWS	JAMES ANDREWS	JAMES ANDREWS	ROBERT BIRKETT
JAMES ANDREWS	JAMES ANDREWS	JAMES ANDREWS	ROBERT BIRKETT
JAMES ANDREWS	JAMES ANDREWS	JAMES ANDREWS	ROBERT BIRKETT
JAMES ANDREWS	JAMES ANDREWS	JAMES ANDREWS	ROBERT BIRKETT
JAMES ANDREWS	JAMES ANDREWS	BERT STRAW	STEVE SZABO
JAMES ANDREWS	JAMES ANDREWS	BERT STRAW	STEVE SZABO
JAMES ANDREWS	JAMES ANDREWS	ROBERT HUGHES	STEVE SZABO
JAMES ANDREWS	JAMES ANDREWS	ROBERT HUGHES	STEVE SZABO
JAMES ANDREWS	JAMES ANDREW	A.L. HELLMAN	STEVE SZABO
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	STEVE SZABO
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	STEVE SZABO
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JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	STEVE SZABO
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	STEVE SZABO
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	JIM SLINGSBY
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	JIM SLINGSBY
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	JIM SLINGSBY
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	JIM SLINGSBY
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	WALLY SCHONSCHACK
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	WALLY SCHONSCHACK
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	TONY NEECE
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	OLIVIA NEECE
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	DARREL DIVANS
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	DARREL DIVANS
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	DARREL DIVANS
JAMES ANDREWS	JAMES ANDREWS	A.L. HELLMAN	DARREL DIVANS

BUY-A-TIE BACK ON TRACK

As you can see by the size of this issue's tie chart, there has been a big transfusion into our stash set aside to build track at PSRM Campo.

Mr. James Andrews has blown us away with a thousand dollar contribution! That will buy enough ties for a hundred and forty four feet of track. That's enough to do one track in the future locomotive shop or enough to support two heavyweight passenger cars! **A. L. Hellman** also contributed heavily and along with James has helped provide enough track to support 15% of Great Freight II.

The folks marked up on this tie chart have had a major impact on a program that had been scraping the bottom. Even folks no longer with us physically are helping in spirit. **Alix Straw** has provided a couple of ties in memory of her late husband Bert, a one-time regular on our restoration crew. Members **Bivans, Hughes, Schon-schack, Slingsby** and **Hellman** are regulars on this chart and have been consistent supporters of PSRMA projects for years. Its nice to see new names appear here, too. **Steve Szabo**, a long haul trucker from Washington state, has visited Campo only once but liked what he saw and sent a nice fan letter along with his contribution.

This kind of support really pumps up the track gang, to say nothing of the REPORT editor who got writer's cramp drawing the chart this time. There is still a need for a few more ties, however, to extend the drill track farther east and to get track seven started. Ties are \$14.00 each and have been resisting inflation for some time. Let's get some more soon. We need to build a thousand feet this year alone. Thanks to all who have gotten us "back on track" with this, our biggest chart ever!

MECHANICAL DEPARTMENT NEWS

1820

Dick Cupp, Jim Stafford and **Stan Paulson** have been doing most of the work on this locomotive. Dick, an experienced locomotive electrician, has the most to do during this phase of the restoration, checking what seems like miles of wiring and repairing corroded relays and vintage electrical equipment circa 1952. Jim is doing the work on the prime mover. The current project is the replacement of a cylinder liner. A governor for the engine has been acquired with **Rene Scheuerman** doing the fetching from a loco dismantler in Los Angeles.

There is a lot of room for helpers on this project for those members interested in diesel electrics. Volunteers are encouraged to call Mechanical Department Superintendent **Geoff Scheuerman** at 466-6500 and get involved.

HI-RAIL TRUCK

Some time ago, **Tom Pyle** loaned us an old Ford truck equipped with hi-rail wheels to help us maintain our SD&A right-of-way. The truck arrived in rough shape and was used only a few times (see REPORT #204 for photo) before being laid aside for repairs. **Jim Stafford**, a talented mechanic, took on the job of overhauling the engine and now has it purring like a kitten! A complete brake job is next, then the truck will be ready to go back to work in maintenance of way service on our railroad.

BALLAST REGULATOR

Another **Tom Pyle** loaner has been overhauled by **Ken Helm** and **Harry Hurry**. The strange machine shown being turned on its own built-in turntable in the photo at right is used to dress the ballast shoulder and clean excess ballast off the tie tops. **Geoff Scheuerman** and **Craig Coney**



are spinning the machine around. Harry is running the machine and enjoying the warm spring weather at the museum. (L. Rose photo) Harry had used this machine on almost the entire length of our SD&A Railway before Tom Pyle moved it into San Diego briefly for a job on the San Diego Trolley last month. It is now back at Campo.

NEXT MEETING SEPT. 11

South American steam will be the featured program at our September meeting. Board of Trustees member **Dr. Dan Marneil** chased the iron horses in January of this year, stalking the elusive beasts in their native habitat with camera in hand.

The June meeting (the notice of which was left out of the last newsletter, sorry folks) featured African railways which were photographed by **Steve Norris**, a regular crewman on our SD&A railway.

The location is the usual place, the San Diego Gas & Electric Co. auditorium at 101 Ash Street, downtown San Diego. The festivities get underway at 7:30 with the latest museum gossip and a question and answer session. Its a great opportunity to hear old rumors squashed and get news ones started. Don't miss it! Many thanks to **Roy Pickering** for setting up these get-togethers as he has done for many years.

HONOR ROLL

TED KORNWEIBEL, assisted by **STU U'REN**, **FRANK STITES**, **STEVE WADE**, **CLIFF PENNICK**, **JIM HAMILL**, **LARRY ROSE** and **H. A. HURRY**, built a dozen really nice redwood picnic tables which will be used around the grounds and for our annual bar-b-que. Ted donated all the materials for the project.

TERRY E. DURKIN, ATSF engineer, has done it again this year! He donated \$5,000 cash and his company matched that amount through the **SANTA FE SOUTHERN PACIFIC FOUNDATION**. Terry would like the \$10,000 set aside for a special project, such as the long awaited speeder and handcar shop.

Museum President **ROBERT EIKEL**, **DARREL BIVANS**, **HAIG ARAKELIAN** and **BESSIE COSSETTE** have contributed cash to the general fund. This fund is the bottom line source of most all museum daily business needs and is charged with keeping the wolf away from our door!

ROSS ROBINSON has gone back home to Ottawa with the spring thaw but not before depositing a nice cash contribution in the facilities fund. Ross, a first class carpenter, volunteers two or three days a week, mostly in this department, every winter.

P.G. AUTO PARTS of San Diego donated a rebuilt generator for our Fairmont model A-5 track car. This is our fire security speeder and follows each SD&A train.

LA MESA DEPOT STAFFERS

by Margaret Collins

Visitors seem to be picking up with the spring. We are attracting the interest of groups such as bus tours as well as foot traffic. We hosted a Girl Scout troop on March 19th and on May 23rd a Smith Tour busload headed for Campo and train rides. On the big La Mesa celebration day May 30th, there was a Walkabout International group and a busload of trolley fans from the Electric Railway Historical Association of Southern California.

We can use more docents now that our busiest time is ahead of us. Staffing is very light duty work, but most important to the museum, as many folks get their first impression of PSRMA by visiting our depot and conversing with our friendly hosts. If you would like to meet a broad range of interesting people, then this vital activity is for you. Won't you call me at **460-1242**? I'll be waiting to hear from you!

DOCENTS FOR MARCH, APRIL AND MAY

Dan Botkin (3 times)
Susan Brown
Margaret Collins

Dorothy Cotton
Lyle Cotton
Jack Ebey (3)

Al Ellis
Pat Kettler
Joe Laurent

Eric Sanders
Russ Stockwell (3)

LATE BREAKING NEWS (or why the REPORT was late this month)

PSRMA is currently involved in a couple of major long range projects which require some architectural work to be done now. The REPORT editor, who is also Superintendent of Exhibits, was called on, as usual, to do the job and sacrificed his newsletter spare time to get some important drawings done to back up our new five year plan and negotiations to renew our lease. The next newsletter should have some great news on several fronts, including the latest on our library situation.

We are now rolling at such high speed that it is getting really difficult for our senior staff to handle the museum's various projects adequately in their spare time. More people need to be brought into management positions and recently, many have been. **Don Getz** and **Vern Cook** have been named trainmasters. **John Pattison** is assistant trainmaster and **David DiGiorgio** is the crew caller. **Geoff Scheuerman** moved to the mechanical department superintendent's spot, spelling master mechanic **Ken Helm**. **Charles Alban** has been asked to fill the late Russ Kimball's spot as museum civil engineer, admittedly a tough act to follow.

Rene Scheuerman, a regular participant in our SD&A operation at Campo and lawyer **Bill Schwartz** are new additions to our Board of Trustees. Bill is a new member whose family also is into railroading. His father-in-law is active in the group behind the recent restoration of the famous Pennsy K-4 Pacific.

SD&A AGENTS JOB NEEDS VOLUNTEER(S)

The position of **Chief Agent** for our SD&A Railway will have to be filled in the next few months. **Louise Reneau**, who has done such a great job handling tour groups and tickets for the last year and a half, is getting married! Its rumored that her husband to be won't let her spend weekends at Campo anymore after the knot is tied.

We need to get another agent trainee or two on board now so Louise can show them the ropes before she takes that stroll down the aisle. This is an ideal job for retired persons who can spend at least one day a week at Campo and a few evenings a week doing light paperwork. Anyone who likes to talk to folks and match riders with seats available is encouraged to step forward. This is light duty compared to many jobs our volunteers do but is right at the hub of the museum's most important public relations activity and fundraising project.

Louise Reneau is a nurse at a local hospital during the week and has been "nursing" along our tourist railway business since it started in January, 1986. Louise is a super nice person who has taught herself how to run our SD&A ticket office in that time and would be happy to show some new volunteers how its done. If you would like to try the agent's job or even be an assistant to this important position, please contact **Ron Hyatt** or **Jim Lundquist** at the museum.

MEMBERSHIP NEWS

by Tanya Rose

The level of support for PSRMA projects and memberships is particularly outstanding this time. We have three more additions to our life membership ranks and the number of upgraded and new memberships is very gratifying. Keeping alive the rail heritage of San Diego and the west in general and making it known to people from all over the world is a very important contribution to the vitality of the community. San Diego can take pride in the fact that our organization is becoming a cultural and economic force in the county.

Adding their names to our roster are the following people. Our sincerest thanks and welcome to you all!

- | | | | | |
|--|--|------------------------------|--------------------|---------------------|
| LIFE | | | | |
| #70. Merton A. Thomas | #71. Michael Flaharty | #72. D. Brian Valleau | | |
| SUSTAINING | | | | |
| Les August | Daniel B., Andrew D. & Chom O. Choi Haggarty | Charles Alban | | |
| CONTRIBUTING | | SUPPORTING | | |
| Bob Chase | Leonard H. & Carol M. Devore | Lewis & Betty Teeter | | |
| James & Geraldine McFarlane | Ronald Sinnen | Lorna McKinnon | | |
| T. Duff Joseph | | Robert M. & Jennifer Nickles | | |
| FAMILY | | | | |
| Richard & June Jeantet | Keith, Ellen, Brian, Craig & Stacey Dindinger | Sheila C. & Steve Mitton | | |
| Carey W. & Nancy A. Milligan | Larry, Candy & Patrick Mulvey | David, Jan & Judy Robison | | |
| Eldred M. & D. Charlene Smith | Seeth L. & Barbara L. Thomson | Joel J. & Rita E. Cloud | | |
| Joe, Debbie, Josh & Mandy Sahli | Harry W. & Lorraine P. Sutton | Tom & Mary Ann Mathews | | |
| Dr. Oliver & Nanette G. Galbraith | Alan L., Yvonne & Gregory Williams | Mr. & Mrs. John W. Palewicz | | |
| William C. & Yoke May Robinson | Frank Denison IV, Marie Fran & Vicki Denison | Martin & Arnette Scherl | | |
| Bill & Pat Worsham | Chuck, Celia, Jenny, Vicente & Filipe Sonitz | | | |
| Jerry, Arleen & Michael Brothen & Brad Grover, Jr. | Dr. Emilio, Carmiña, Joseph & John-Paul Morfin | | | |
| INDIVIDUAL | | | | |
| Alberto Bazua | Helen Jeffery | J. B. Johnson | Alfred S. Keller | Henry P. LeClair |
| Jack Orem | Frances Swanguen | Ken Swanguen | Eileen Woodburn | Jeanette R. Griffin |
| Alan Davis | Joseph R. Flournoy | Sylvia Montero | Donald L. Atkinson | Carl Fritzges |
| Owen Stanley Paulsen | G. Albert Dorschel | David C. Fletcher | Florence M. Gatch | Donald R. Jones |
| Dermot A. Coape-Arnold | James S. Rathbun | Stanley Ring | Donald A. Rowley | Curtis T. Thompson |
| Michael A. Williams | | | | |

GONE BUT NOT FORGOTTEN

PSRMA lost two loyal supporters in the month of April. Both were close acquaintances of the REPORT editor and long time members.

John Earl McLeod (March 19, 1891-April 2, 1987) left his mark on the world long before PSRMA was organized. His name is in lights in the county museum near his home town of Washington, Kansas. He invented the bulldozer in 1920 and had the patent papers to prove it when the county historical society decided to build a monument to its local hero. The bulldozer blade was an ingenious device mounted on a Fordson tractor and was first used to fill miles of pipeline in the Oklahoma oil fields. The invention revolutionized the pipeline industry and then the construction industry, too, back in those roaring days before the Great Depression. The exploits of "Grandpa Mac" are legend in the Rose family and a copy of his patent drawings and the ivory handled drafting set he used to draw them are prized family heirlooms.

J. E. McLeod was responsible for many other inventions and was also a farmer, machinist, blacksmith, sometime deputy sheriff (his dad was the county sheriff for years) and a pretty good amateur boxer and baseball pitcher. He was the perfect role model for his grandson out in California and they both joined PSRMA at about the same time twelve years ago. Grandpa Mac was 96 and succumbed to old age. He left us quickly with all his faculties intact and having never been confined to a wheel chair. PSRMA's oldest member was, as always, a class act to the end. So long, grandad...for a little while.

Russell F. Kimball, a retired civil engineer and experienced land surveyor, has also left us, keeping a fatal illness secret during the last few years. Russell was a regular volunteer at the museum and did much of the engineering work for the grading and track layout. Russell also produced the engineering drawings and calculations for many projects planned for the future. In addition to the lower car barn trackwork diagrams, we have plans for the gantry crane rail footing, the wooden water tank base, and the loading dock retaining wall. Now we know why he was always in such a hurry to get the design work done even for projects several years away.

Russell's dad was a surveyor for the Pennsylvania Railroad back in its heyday. The antique brass transit he used to align track with was also used by Russ to locate all the museum trackwork at PSRM Campo. His grading stakes and orange flags can still be seen around the museum grounds. Russ spread his talents over many museum departments. His historic research paper on the Campo area is included in the museum guidebook. He was also a regular at the Campo planning committee meetings each month.

Russ was an important part of the museum development team and will be greatly missed. May he find nothing but high green to the Great Beyond.

There is a magazine in existence that features nationwide news about what groups like ours are doing to save our railroad heritage. It's not strictly a railfan magazine, it doesn't have the latest merger news or industry happenings. It just covers the kinds of things that we are doing every day and it's excellent.

PICK UP A COPY AT OUR GIFTSHOP

**Locomotive
& Railway
Preservation**

P.O. Box 5 Dept. TL
Huntington, Vermont 05462

COPPER CANYON: THE BEST TRAINRIDE

by Marie Wilson

As a child I can remember a train trip from the Kansas prairie to our new home in Colorado Springs. Then as a teenager my second important train ride was on the narrow gauge road to Cripple Creek just before the road was demolished. I've been on train rides in the luxurious European coaches, the speedy Bullet Train in Japan and Alaskan Yukon train, but none of these can compare with the Chihuahua al Pacifico train to Copper Canyon in Mexico.

Twenty three members and friends of the railroad museum visited Copper Canyon and the Tarahumara Indians last year in the high Sierra Madres Mountains around Creel, Chihuahua. We boarded the sleeper train at Mexicali and after a comfortable night's rest and travel over the northern plateaus, we awoke to the scenic marvels of the barrancas of Copper Canyon.

The snake-like path of the iron rails led us through one tunnel after another, before ascending the next level to reach Creel, Chihuahua, the terminus for the railroad, at over 8,000 feet elevation. There are 86 tunnels and 38 bridges which have been built at millions of dollars expense and many years of frustration by some of the world's foremost engineers. Our very comfortable coach would wait there for us until we returned from a bus trip to Batopilas in the valley below at 1,680 feet above sea level.

Batopilas is a quaint 16th century Spanish-Mexican village, famous for the silver mines which have enriched the area since 1777. Much of the grandeur of those days has eroded, but enough remains to tell a story of the Jesuit fathers, the imposing Catholic church and remaining official residences. Today, the one way cobblestone winding streets are peopled by natives, descendants of mine workers and Tarahumara Indians. The natives bring in their produce and carry back provisions for their mountain homes.

Our hotel was an old mansion turned into a hotel. This week it was used only by members and friends of PSRMA and staffed by their volunteers **Shirley Simpson, Corrine Gallagher** and **Ann McVeagh**. These ladies prepared and served all the food for three days. It had been brought down over the winding, rocky road from Creel. They have been doing this for the last ten years. Two trips a year are planned by the museum, one in April and the other in November. It takes months of preparation to launch these non-commercial trips, but their interest in the people of this area and the train which makes it possible was sufficient to encourage them to offer their friends an opportunity to share this unusual travel tour with them.

Thursday was a national holiday celebrating one of the revolutions in Mexico. We awakened to sounds of explosions and gun shots. At 10:00 a.m. a parade of all the school children, little ones from the orphanage in identical blouses and skirts, followed by teenager in their colorful pants and shirts doing cart wheels. Dignitaries from Chihuahua gave us speeches which we did not understand, but everyone else did, and applauded vigorously. The plaza center was a gay, happy place. A few shy native Tarahumara Indians who did not enter the fun were the only sober faces I saw; their stoic, expressionless figures sat on the curb stones, silently observing the antics of another culture.

The privilege of meeting these people, to see how they have adapted to this life, is special. There is much to be learned from a culture that lives without autos, supermarkets and insurance policies. These Tarahumara Indians do not live here exactly by choice. The Spaniards took their plateau land and in order to preserve their self-sufficient way of life they came to isolated Copper Canyon to build a life of their own choosing. They do not wish to accept the Mexican culture but gradually they are entering activities such as logging, road construction, and railroad work. Their children are encouraged to enter the government supported schools and be a part of greater Mexico. There are said to be around 50,000 Tarahumara Indians in this area, and they are the largest tribe in Northwest Mexico.

For me, this train ride was the culmination of previous train trips and the most spectacular train trip of my life.

(Editor's note: This is quite an endorsement of one of PSRMA's most fun rail tours. The Copper Canyon trip is a must for all serious rail travellers. Our dedicated tour guides have ten years of Mexican railroading under their belts now and can show you a good time like nothing you've ever experienced. Next time you see the Copper Canyon trip flyer in REPORT, get on board quick! There is just nothing else like it in North America.)

TAMPING TIES

(Anonymous)

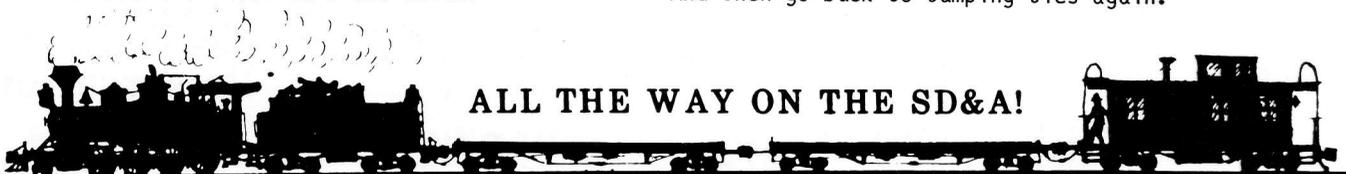
Beneath the scorching sun and cloudless sky,
The glaring roadbed stretches white and dry.
The heat waves shimmer, dance a dizzy reel
Along the shining streaks of burnished steel
That merge far down the track in smoky haze;
Which seems to quiver with the pulsing rays.

Here, where the curving rails go 'round the hill,
The sultry air is stifling, hot and still;
Except when metal meets in ringing clang,
Where, sweating free, a grimy section gang
Wield with a careless ease the heavy pick;
Against the stubborn ballast hard and thick.

The swinging picks in rhythm fall and rise,
Drop with a chugging thud, between the ties
And scatter gritty dust at every stroke.
With rough and ready wit the workers joke.
One fellow lifts his husky voice in song
Of Alice and her man "who done her wrong".

A heavy breathing rumbles down the line.
The throbbing rails hum with a drumming whine.
Then, with a pounding roar and whistle shrill,
A lurching freight comes rocking 'round the hill.
The snipes stand clear, they hail the passing train,
And then go back to tamping ties again.

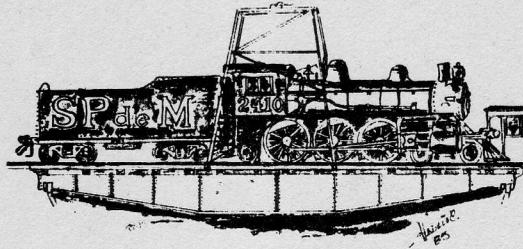
ALL THE WAY ON THE SD&A!



PACIFIC SOUTHWEST RAILWAY MUSEUM

EMPALME/GUAYMAS

Pacifico RR Shops



September 25,26,27, 1987

JOIN US FOR THREE BIG DAYS OF RAILROADING SOUTH OF THE BORDER: A TRIP FOR THE HARD CORE RAIL FAN AND FUN FOR THE MEXICO AFICIONADO AS WELL!

THE EMPALME EXCURSION offers the rail fan an opportunity to visit the large, well equipped General Shops and storage yards serving the northern half of the Ferrocarril del Pacifico line at Empalme. We will also have time to sample the life in Guaymas, a fishing port on the Gulf of California. We will be staying at the Playa de Cortez, an hotel built by Southern Pacific RR when the line was part of their system in Mexico.

We will travel from Mexicali on a chartered 10-6 Pullman that was once used in the U.S. Perhaps you can guess its lineage! The trip will take us south through the desert and across Sonora to the coast. Empalme is inland about 7 miles from Guaymas and our hotel where we will spend Friday night. On Saturday, we will visit the shops and train watch for the day. If you prefer there are beaches and shops around Guaymas to occupy your time. Saturday night we can sample Guaymas night life and have a fiesta of our own. Our car will be picked up by the northbound from Guadalajara sometime in the very early morning, so we will sleep on the car Saturday night.

This will be pretty much an economy trip with no frills. The fare of \$195 will include the rail trip, the hotel a bi-lingual guide, the shop tour and taxi or bus to and from the hotel. It will not cover transportation to the Mexicali railroad station, meals or tips. On receipt of your reservation we will send you a detailed itinerary, your Mexican tourist card, information as to parking in Mexicali and hopefully carpool arrangements.

To hold your place for this great trip, send the reservation form with your check for the full amount, or charge card information before August 15th. Space is limited so send your reservation today! Mail to Ann McVeagh - PSRMA EXCURSIONS: P.O. BOX 381, NESTOR, CA 92053. Questions? Call Excursions: 287-2417; 585-5185 or (706) 680-2526.

Clip and Mail

NAME _____

ADDRESS _____

CITY & ZIP _____

TELEPHONE # _____ WORK _____

VISA/MASTERCARD # _____

EXPIRATION DATE _____

NO. OF RESERVATIONS _____

@ \$185 DOUBLE OCCUPANCY
\$30 EXTRA FOR SINGLE

CARPOOL? YES _____
NO _____

I WILL DRIVE _____

I NEED A RIDE _____

SIGNATURE _____



PSRMA RAIL EXCURSIONS

PACIFIC SOUTHWEST RAILWAY MUSEUM

Presents

GUADALAJARA

SEPT 12th - 20th, 1987



JOIN US ON THIS
FABULOUS TRIP TO
THE CITY OF ROSES,
FOUNTAINS, CHURCHES
AND MARIACHIS!

WE'LL TRAVEL BY CHARTERED BUS TO MEXICALI WHERE WE BOARD OUR PULLMAN CAR ON THE SONORA BAJA CALIFORNIA RAILWAY. AFTER AN OVERNIGHT TRIP SOUTH OUR TRAIN LEAVES THE COASTAL AREA AND TRAVELS INLAND, CLIMBING TO AN ALTITUDE OF 5,050 FEET THROUGH TROPICAL COUNTRYSIDE, COLORFUL VILLAGES AND PICTURESQUE MOUNTAINS. WE TRANSFER TO THE HOTEL FRANCE'S UPON ARRIVAL IN GUADALAJARA. HERE WE ENJOY TOURS OF THE CITY & TLAQUEPAQUE, A TEQUILA FACTORY, AND LAKE CHAPALA. AFTER 6 GLORIOUS DAYS IN GUADALAJARA WE WILL FLY HOME TO TIJUANA AND SHUTTLE TO SAN DIEGO/EL CAJON. COST OF THIS FULLY ESCORTED ADVENTURE IN MEXICO IS \$525 PER PERSON (DOUBLE OCCUPANCY). *The price includes round trip transportation (train, plane, shuttle & bus), hotel and 3 tours mentioned above. Not included are meals, optional sightseeing and gratuities.*



OTHER THINGS TO SEE AND DO...

MARKET DAY IN TONALA', MARIACHI SQUARE, BALLET FOLKLORICO AT THE FIESTA AMERICANA HOTEL, LIBERTAD MARKET.

TO HOLD YOUR RESERVATION SEND THE FORM BELOW WITH YOUR DEPOSIT OF \$200 TO CORRINE GALLAGHER, 7304 MARGERUM AVE., SAN DIEGO, CA 92120. MAKE CHECK PAYABLE TO PSRMA. VISA AND MASTERCARD ACCEPTED. BALANCE DUE AUG 1st. NO REFUNDS AFTER THIS DATE UNLESS YOUR SPACE CAN BE RESOLD. FOR INFORMATION CALL CORRINE (619) 287-2417, ANN (706) 680-2526 OR SHIRLEY (619) 463-3791. *The sponsoring organization acts only as agent between clients and all services for this tour and holds itself free of all responsibility for any damage, delay or loss occasioned by or from any cause whatsoever.*

NAME _____

ADDRESS _____

CITY & ZIP _____

TELEPHONE _____ WORK _____

VISA OR M/C # _____

EXP. DATE _____

SIGNATURE ON CARD _____

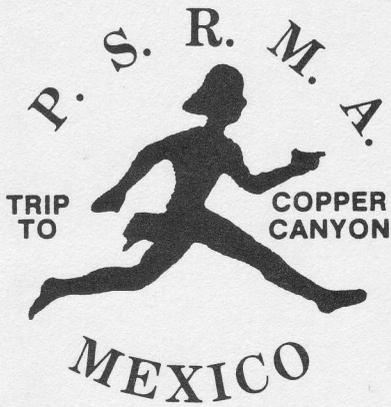
NO. OF RESERVATIONS _____

AMT. OF DEPOSIT @ \$200 _____

BUS PICK UP:

5:30 A.M. SAN DIEGO AMTRAK STATION

5:30 A.M. DENNY'S, EL CAJON _____



PACIFIC SOUTHWEST RAILWAY MUSEUM

INVITES YOU TO

DISCOVER & ENJOY COPPER CANYON

SATURDAY NOVEMBER 14 thru MONDAY NOVEMBER 23, 1987

The group will travel by chartered bus to the rail station in Mexicali. At Mexicali we will board our chartered Pullman car and head south. At Sufragio our Pullman car will be transferred to the Chihuahua al Pacifico railroad for the daylight ascent up the canyon, climbing to an altitude of approximately 8,000 feet at Creel. Our route passes through spectacularly rugged, mountainous country where rivers have cut out several sheer-walled gorges rivaling in depth any major canyon in the world. There are 86 tunnels and 38 bridges on this remarkable railway route. In Creel we will stay at the PARADOR DE LA MONTAÑA MOTEL. Our tour will travel into the bottom of the canyon for three nights at the old mining town of Batopilas, a treasure trove of Spanish Colonial buildings, mines and haciendas left from the 19th century. If exploring is fun for you, then you will like Batopilas, a tropical contrast to the mountain town of Creel. During this ten day tour you will have the opportunity for optional tours of the area surrounding Creel, including the Indian Caves and an optional tour to the Mennonite Colony near Cuauhtemoc.

The price for this fabulous ten day trip is \$725.00 per-person (double occupancy) which includes all transportation (bus from San Diego area to the Mexicali Railroad Station, train and return); Hotels in Creel & Batopilas, & all meals in Batopilas.

NOT INCLUDED: are meals on train & in Creel, gratuities and optional tours.

The tour is limited to 18 passengers and reservations will be accepted in order of postmark dates. TO SECURE YOUR PLACE send a deposit of \$400.00 to: Shirley Simpson, 8721 Elden St., La Mesa, CA 92042. Make check or money order payable to Pacific Southwest Railway Museum (PSRMA). VISA or MASTERCARD are accepted. Final payment is due by October 1st, 1987. For information call Shirley (619) 463-3791, Ann (706) 680-2526, or Corrine (619) 287-2417. Additional information will be sent upon receipt of deposit.

Name _____ Bank Card Number _____

Address _____ Expiration Date _____

Home Phone _____ Work _____ Signature _____

Emergency _____ Bus Pick-Up Points _____

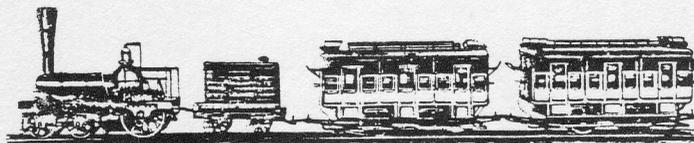
_____ # Of Reservations @ \$400.00 Deposit

Balance Due By October 1, 1987

No Refunds After October 1, 1987 Unless Space Is Resold.

_____ 4:00 A.M. Santa Fe
Station In San Diego

_____ 4:30 A.M. Denny's, 665N.
Mollison in El Cajon



PSRMA RAIL EXCURSIONS

A CALIFORNIA NON-PROFIT FEDERAL TAX EXEMPT EDUCATIONAL ASSOCIATION