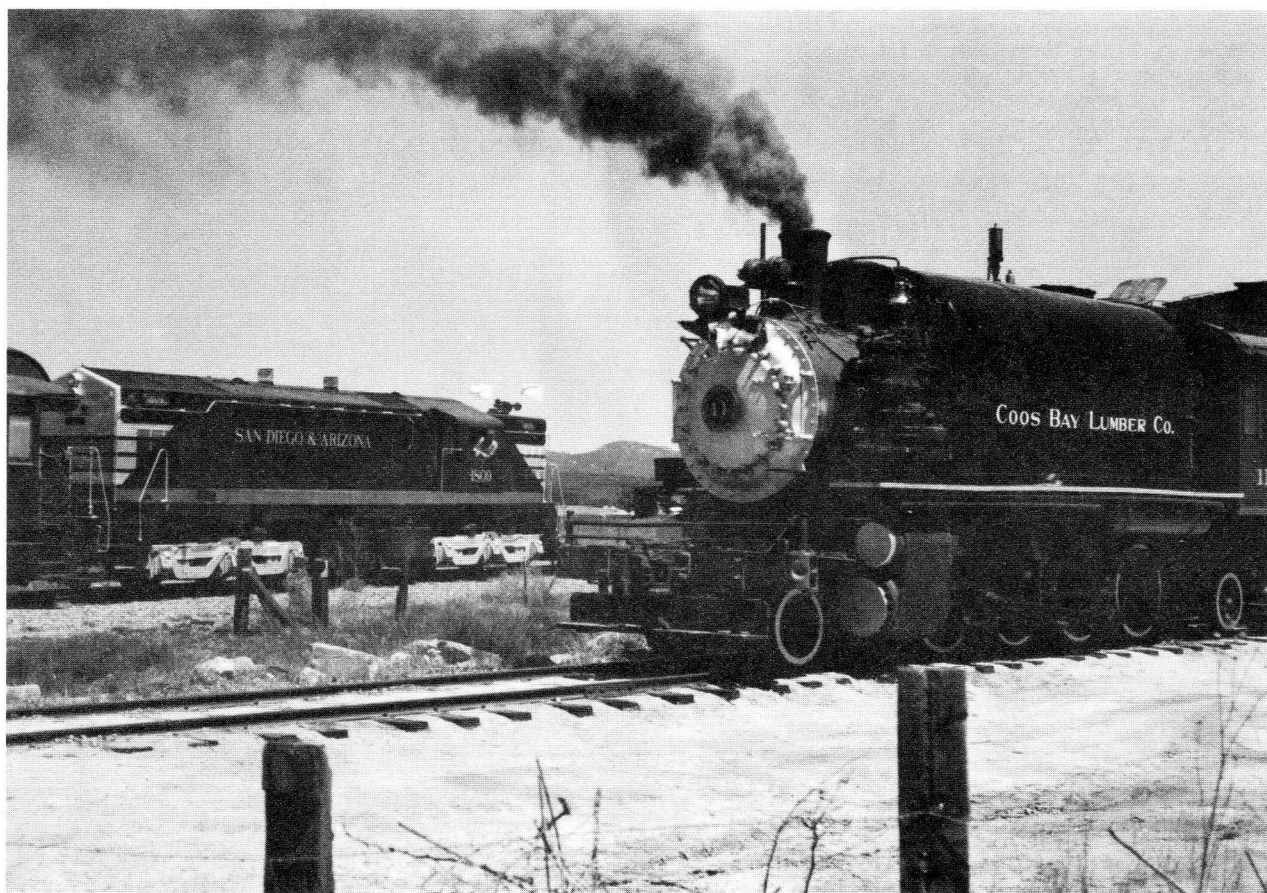


Mar.-Apr. '86

REPORT

No. 203

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



NO. 11 STEAMS FOR BAR-B-QUE PARTY

Our 1929 Alco 2-8-2T was fired up last month after more than a year of overhaul that included cylinder work and stay bolt replacement. The museum bar-b-que and Bluegrass music party was the ideal excuse to build a fire in the 100 ton kettle and show it off before what turned out to be the largest crowd we've ever had at any museum event. More than 2,000 people enjoyed the hiss and snort of live steam as the ex-Coos Bay Lumber Co. log hauler chugged around the museum grounds dragging a two car train. Our wooden ATSF caboose #1413 was tacked on behind our freshly restored ACY boxcar and was constantly packed with riders.

This photo shows one of five six car trains operated during bar-b-que day on our SD&A Railway getting underway flying the white flags of an extra while No. 11 smokes it up on the museum grounds. As a fund raiser, the museum's bar-b-que, trainride event last month was our most successful ever and is the lead story in this issue of the museum newsletter.

(Dan Robirds photo)

STEAM AND \$10,000 RAISED AT BAR-B-QUE!

Last month, a tremendous effort by a horde of PSRMA volunteers resulted in the most successful one day fundraiser in museum history. The bar-b-que, train ride, bluegrass music party was designed to accommodate one thousand folks, but more than twice that many showed up, jamming the roads around the museum. The bar-b-que tickets were sold out before 9:00 and all five trains ran loaded to the vestibules! When the sun finally set on a truly great day, the museum was ahead of the game by ten grand!

The architect of this extravaganza was **Scott Thompson**, a business major at San Diego State University and former PSRMA Railfan of The Year. He was assisted by two student friends, **Stephanie Bureau** and **Barbara Lariviere**. Originally conceived as a business school project by the SDSU students with a fundraising target of two thousand, the event went way beyond the cozy little party envisioned when local papers and TV plugged the special doings during the week prior. Having to turn away train riders due to an early sold out condition is something we're not used to as those that caught the media coverage missed the part about "reservations only"!

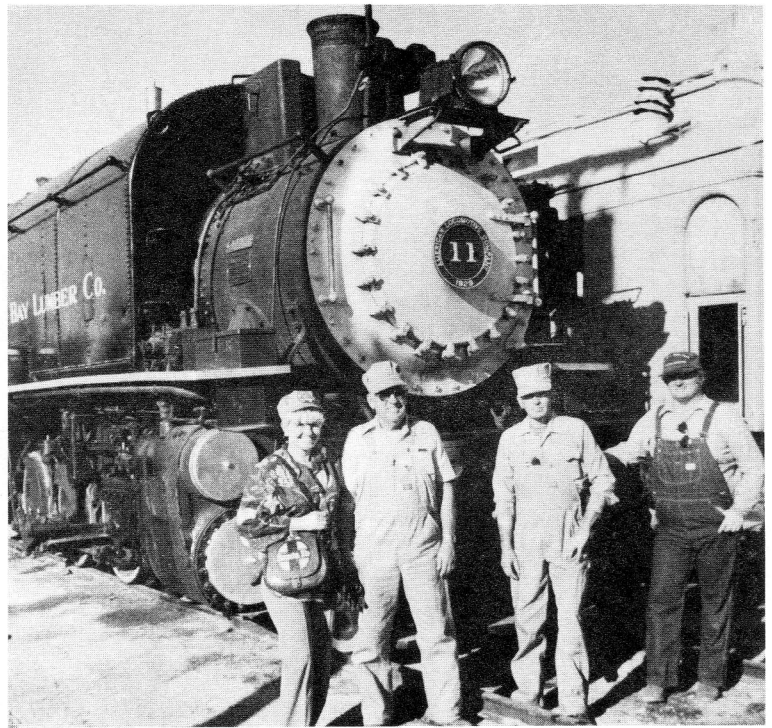
Scott made all of the arrangements for two bluegrass bands, including PSRMA member **Walt Richards** and his band "**The New Expression**". **John** and **Julie Moore** and their band "**Bluegrass, Etc.**" were also pickin' and singin' as they did last year. Scott talked **Tri-Media** into loaning us a first class sound system for the bands and hit up the local Campo high school and elementary school for the tables and chairs which were spread out in front of the bandstand.

The beef was provided again by **Tony Abatti** and the **Imperial Valley gool ol' boys**. Scott also lined up **Coca-Cola**, **Dolly Madison Bakery**, **Lymon's Bakery** and the **Coast Beer Distributing Company** for the rest of the bar-b-que trimmings. Working the kitchen and chow line were **Rita Cloud**, **U. E.** and **Glenda Jo Cox**, **Nancy Bicknell**, **Richard** and **Penny Thompson**, **Stephanie Bureau**, **Barbara Lariviere** and **Bob** and **Margie Provost**. Feeding a thousand people was no easy chore but the PSRMA crew came through again. Special thanks to **Barbarann Parker** for help with the logistics.

Working the main gate ticket desk was no easy task either, as telling a thousand people that the event was sold out was not a great deal of fun. **Louise Reneau**, **Nancy Getz**, **Sookie Lake**, **Bob** and **Barney Barnier**, **Bob** and **Margie Provost**, **Diana Scheuerman**, **Tammy Smith**, **Scott Thompson**, and **Larry Rose** each took a turn at getting people in and out. The big turnout was caused by terrific publicity provided by **Bob Mills** of **Channel 10**, **Steve Sapp** of local country music station **KSON AM** and **FM**, **Steve Petix** of the **Daily Californian** and a fine article in our most regular print media supporter, the **Back Country Trader**.



Gate keepers at the museum on bar-b-que day included (seated, from left) **Louise Reneau**, **Diana Scheuerman**, **Tammy Smith**, and **Nancy Getz** (standing).



Steam train participants pose in front of a still hot No. 11 at the end of the day's festivities. They are: membership director **Tanya Rose**, conductor **Vern Cook**, fireman **John Ashman** and engineer **Ken Helm**. (L. Rose photos)

Our San Diego and Arizona crews ran five trains to Miller Creek during the day, adding U.P. diner #4054 and an ex-Erie Lackawanna coach to the regular consist of Army guard car G-10, U.P. coach #576, and Cafe-Observation #1509. The Lackawanna coach was trucked to the museum the week before and received a major mechanical department blitz to get it into service. (See mechanical department news and restoration article elsewhere.)

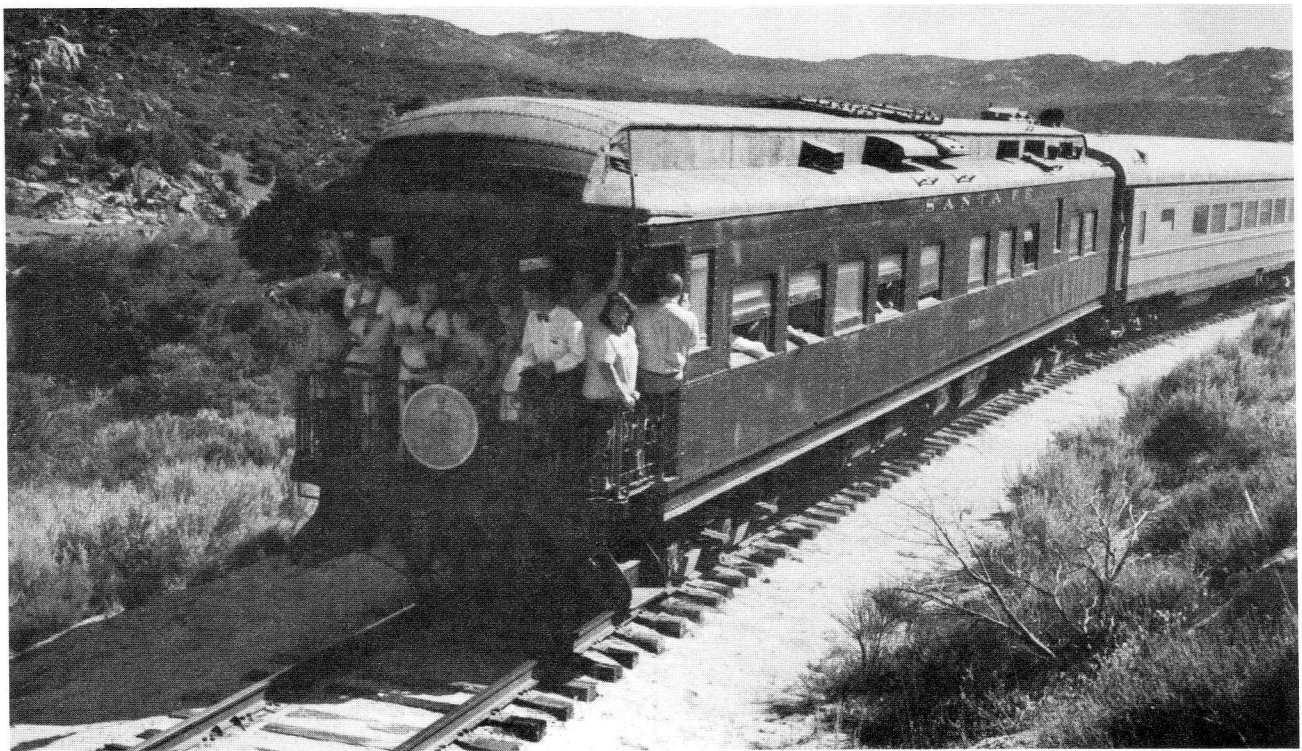
While the trains were out, additional entertainment was provided by Coos Bay Lumber Co. 2-8-2T #11, which steamed about the museum grounds pulling freshly restored ACY boxcar #3024 and ATSF caboose #1413. **John Ashman**, **Ken Helm**, **Mike Seed**, and **Brian Valleau** were in charge of #11. In the caboose were Restoration Director **Norm Hill** and Membership Director **Tanya Rose**. These two kept up a continuous song and dance and hat passing which netted an additional two hundred bucks for the museum! **Vern Cook** and **David DiGiorgio** also helped on the steam train getting people safely on and off the caboose and passing signals to the engine crew.

The steam engine was an unadvertised treat that involved a great deal of last minute effort by the mechanical department. The restoration troops also worked overtime to get the ACY boxcar done and moved out of the car shop in time for the bar-b-que day. Cleaning up the car shop itself was a monster chore. Tracks two and three were cleared out and several truckloads of additional decomposed granite brought in and spread. **Mike Reading** arranged for the loan of a large loader from **Hawthorn Equipment Co.** that took care of all but the fine finish work. Lots of hand shovelling and raking were done by **Bruce Semelsberger, Dale Prescott, Larry Rose, Geoff Shepherd,** and **Barney Barnier.** **Scott Thompson** cleaned up and rearranged the wood shop so part of it could be used for the beer bar on bar-b-que day. ATSF engineer **Terry Durkin** was one of the barmen. There were others but their names got away from us. Sorry, folks.

A lot of important details had to be taken care of to make this big bash work. **Floyd Lake** fixed the second stove in the kitchen which was pressed into service to help back up the chow line. **Barney Barnier** had to fix a stopped up toilet at the last minute and the gift shop staff also scrambled to get ready in time. **Diane Scheurman, Raenel Floersch, Marilyn** and **Harry Doering** manned the shop during the event and the place was really jumping. **Jack O'Lexey** jumped on the forklift and hauled away the last of the heavy gear stored near the car shop so **Bob** and **Margie Provost** and **Don Getz** could get the "weed eaters" going to clean the place up for party day. **Ed Duling** and **Duane** and **Charley Leal** have been doing their bit also as grounds keepers and the museum looked very nice for the many visitors.

Cleaning up after this bash involved a familiar crew of museum regulars who always come early and leave late. **Scott Thompson, Dale Prescott, Brian Valleau, Jim Lundquist, Larry** and **Tanya Rose, Gaylen Dyreng, Barney Barnier, Louise** and **Michael Reneau, Mike Reading, Mike Panger** and several others all chipped in to load the tables and chairs in a truck rented by **Scott Thompson** just for the occasion. The truck also served as the bandstand.

As with any museum project this big, a lot of folks who helped get missed in the reporting and to those members our sincerest apologies and most heartfelt thanks. The train crews and mechanics are recognized in separate articles but sometimes the floor sweeping, weed chopping, and restroom cleaning becomes a thankless task done by persons unknown. The Report editor is the only person involved in gathering this kind of information and, fortunately, he doesn't overlook the efforts of very many of our precious volunteers, but an event this big and this crowded is very difficult to keep a total handle on. **Scott** kept good records on the most visible players in this game, but for the less visible support staff the knowledge that they helped generate \$10,000.00 income for the museum in a single day will have to suffice in lieu of recognition. Thanks to all who contributed to the most profitable and most fun bash ever staged at the museum.



Here's a scene we haven't seen since we ran this car to Las Vegas several years ago, #1509 packed solid with folks having a good time! This shot was taken near Clover Flat as the 1926 Santa Fe veteran brought up the rear of a six car SD&A train on bar-b-que day. (Dan Robirds photo)

Report

Official publication of the Pacific Southwest Railway Museum Association

La Mesa Depot, 4695 Railroad Ave. La Mesa, CA 92041

EDITOR Larry L. Rose - - ASSOCIATE EDITOR Tanya Rose

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 \$500.00 (Seniors over 65, \$300.00)

SAN DIEGO & ARIZONA RY NEWS

Running five trains on bar-b-que day involved nearly every qualified crewman on the roster of our San Diego and Arizona Railway. The packed six car trains made big bucks for the museum and all of our SD&A people, extra board and all, were involved. A lot of people had a great time and our SD&A operation is even starting to receive its own fan mail. One letter, with a fifty dollar membership check included, praised the work of a young conductor for his courtesy and professionalism. The fan letter was an unmistakable pat on the back for **George Heflin IV**, our SD&A clerk, trainman and jack of all trades. Other crewmen singled out for special applause from riders have been brakeman **Don Getz** and conductors **Dave Slater** and **Rene Scheuerman**.

One of the train riders last month was San Diego and Imperial Valley Railroad General Manager Dick Engle. He was impressed enough to offer a job to our own SD&A General Manager **Ron Hyatt**. Ron had taken a job a few weeks earlier with the San Diego Trolley, but was more than happy to go to work for the freight hauler who offered a nice pay increase. Ron (the legendary "Oceanside Kid"), who has been railroading as a museum volunteer for years, has weekends off at his new paying railroad job and will stay on as our SD&A boss working for love only. (New passes for our SD&A have been printed. They were designed by **Larry Rose** and based on a 1923 SD&A original in the museum library. Our G.M. issued one of the first ones to his new boss on the SD&IV!) Many of our regulars at the museum have often said they would railroad all the time if they could because railroad work is so much fun. (Tell that to our track gang!) Ron is the latest to find a way to do just that and joins a list of nearly a dozen museum hardcore who have fulltime railroad jobs.



Trackwork on our SD&A is a never ending chore. The house track at the Campo Depot is a prime candidate for new ties. Shown here digging in new wood are (from left) **Norm Heil, Gaylen Dyreng, Craig Coney, Geoff Shepherd** and **Floyd Lake**. Other SD&A trackies have been **Jim Lundquist, Charles Alban** and **Larry Rose**. At left the fire speeder waits for the morning train to roll out of the museum grounds. (L. Rose photo)

Ridership on the SD&A has been growing steadily since opening with little fanfare on January 4th. Here are the ridership totals for the first four months of operation:

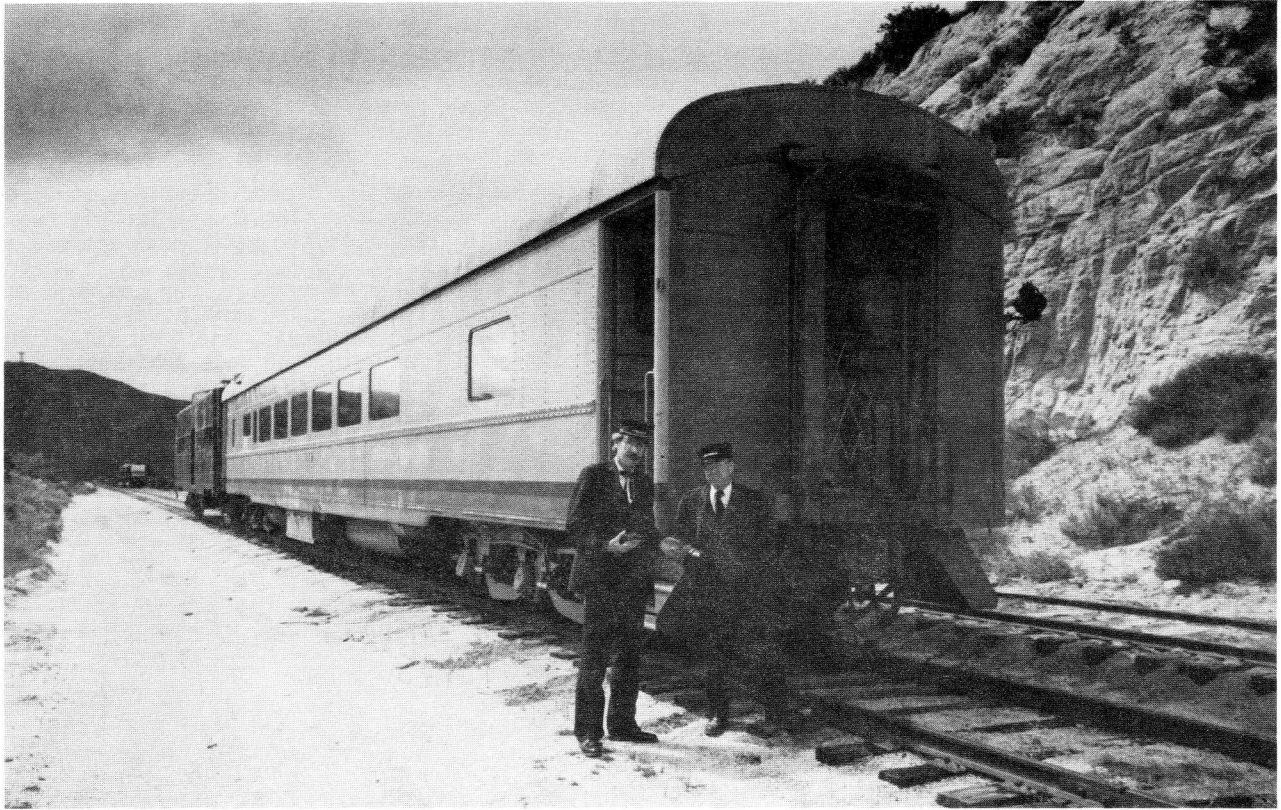
January	382 riders	\$2,457.00	income
February	411 "	\$2,611.50	"
March	671 "	\$4,222.00	"
April	1,333 "	\$8,073.00	"

Our tourist railroad business has brought in \$17,363.50 for the museum so far, and is meeting expenses including insurance, tie replacement, and all locomotive and equipment maintenance. The potential for the SD&A to support the museum in grand style can easily be read into the above figures. We need more qualified crew and more agents and support people for our fledgling railroad operation to grow and realize its tremendous potential.

Dick Ruppert is guiding another group through the process of rule book, air brake, train handling and safety school. **Brian ("Crunch") Valleau** is the first aid instructor. Everyone working on the SD&A needs a working knowledge of local railroad and museum history to explain what's going on to the ever increasing throng of visitors. **Russ Kimball** and **Larry Rose** have been providing orientation in those areas. Classes are being held in various railroad cars at the museum most Saturdays. Call Dick at 459-2573 and "get into training" to help run the museum's railroad. Ticket office volunteers call **Louise Reneau** at 282-9002 and help lighten the paperwork load. Track workers call **Larry Rose** at 469-3064.

Many thanks to the hard working SD&A railroaders who appear on this month's call board: **Gene Dramm, Robert Watrous, Cliff Pennick, Gordon Buck, David DiGiorgio, Scott Thompson, Geoff Scheuerman, Dave Slater, Paul Bush, Dick Ruppert, Steve Norris, Vern Cook, Ken Helm, Jim Lundquist, Ron Hyatt, Rene Scheuerman, Eric Sanders, George Heflin IV, Gaylen Dyreng, Steve Oualline, Don Getz, Mike Reneau, Bob Nickles, Henry Lines, Tim Floersch, Geoff Shepherd, Craig Coney** and **Mike Panger**.

Clerk and ticket agent chores have been shared by **George Heflin IV, Louise Reneau, Diana Scheuerman, Nancy Getz**, and **Sookie Lake**. Its very encouraging to see new names on this list, but we need more. Call now and get involved!



Conductor **Dave Slater** and brakeman **Rene Scheuerman** compare their pocket watches as #1809 runs around in the distance at the Miller Creek siding. The Army guard car and the 1926 Union Pacific coach were the usual consist during the winter months on the SD&A. Coach #576 has been set aside for the summer because of the lack of air conditioning on board. When the ex-Lackawanna coaches are all on line, the U.P. car will be rolled only on special occasions as will the bulk of the museum pieces now in service on our railroad. The Lackawanna cars are perfect candidates to have their wheels run off in excursion service. Our museum pieces are not. (L. Rose photo)



The Miller Creek siding sign has just been installed by **David DiGiorgio**, **Geoff Shepherd** (right) and **Larry Rose** (behind the camera) as #1809 runs around its train on a rare cloudy day in the San Diego back country. **Charles Alban**, **Jim Lundquist**, **Jim Hamill** and **Larry Rose** all had a hand in building the signposts which are being installed at all the stations on our SD&A Railway. **Gaylen Dyreng** and **Paul Bush** are riding the steps of #1809.

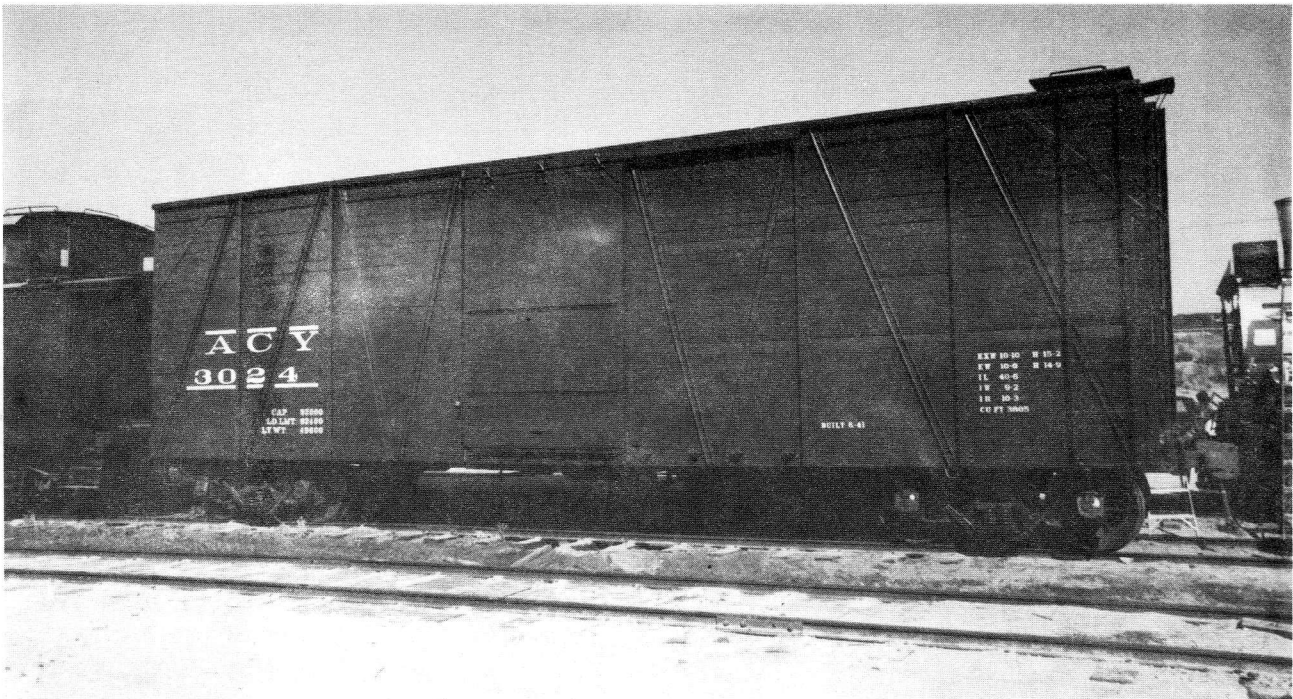
RESTORATION NEWS (INDUSTRIAL ARCHEOLOGY)

by Norm Hill

ACY 3024

At long last, after many months of chipping and scraping the car's outside braced metal and stripping and sanding its side and end wood, our restoration team primed and painted the classic box in only two weeks. **Larry Rose** has already done his usual very accurate and professional lettering of the car's side and end numbers and ACY letters.

The last step before painting was the rebuilding of the doors and roller hardware. They now work perfectly! **Dick McIntyre** donated all the car's new 3/4" marine grade door plywood, nuts, and bolts. Most of the tough elbow grease work was done by **Bill Barbour**, **Tom Travis**, **Ken Fowler**, **Steve Norris**, and **Norm Hill**. The door rebuilding and mechanical work was done by **Jim Hamill**, **Dick McIntyre**, **Floyd Lake**, and **Ross Robinson**. The spray painting was done by **Norm Hill** and **Larry Rose**. Special thanks to **Richard Hendrickson** for historical research assistance. The car now looks showroom new in original factory paint and looked terrific behind our Coos Bay steam engine and Santa Fe caboose at last month's bar-b-que bash. Thanks to all for wrapping up another terrific restoration project for PSRMA.



Looking just as she did in 1941 when delivered new to the Akron Canton and Youngstown Railroad, No. 3024 poses in front of the PSRM car shop forty five years later on the day of her second formal "coming out party". (L. Rose photo)

Santa Maria Valley Railbus

New bracing to stiffen the car's doors has been added since the last REPORT. **Dick McIntyre** worked his usual magic on it. New aluminum roofing coating has been applied by **Bill Barbour**. The car's underside frames, wheels, and brake gear have been cleaned and primed red by **Tom Travis**, **Norm Hill**, and **Steve Norris**. **Dick McIntyre** manufactured a long lost door handle and latch assembly. This 1931 Fairmont product was our museum's first railroad hardware acquisition. The bus is only 15 feet long and weighs 6,000 lbs. and, to the uninitiated, may seem like a relatively easy restoration project. Wrong!! The remanufacturing of many long lost parts and extensive body work make this a tough project. It took twenty years to assemble a team fearless and determined enough to take this job on. An unfunded and difficult project like this moves slowly and will be a regular feature in this column for some time, but there is no doubt it will run again!

SP #644 SP#1351

We are currently working on two caboose projects, Southern Pacific wooden cupola #644, and S.P. steel-bay window #1351. The #644, our oldest caboose (1917), continues to move ahead thanks to **Ted Kornweibel**, his good friend **Frank Stites**, and **Wesley Wilson**. The car has new drawers, new cabinet doors, a whole new coal bin top, and more bad lumber has been replaced. A cupola drawer was opened for the first time in years. Inside were found waybills and old freight paperwork dating from the fifties. We hope to strip the car's interior this fall. **Dick McIntyre** built an exact duplicate of a marker lamp bracket holder to replace one long gone.

Our S.P. bay window caboose is also coming along, thanks to **Peter** and **Theresa Snell**. Peter is stripping the car's ceiling and working on many of the parts at his home shop. He is working on restoring the car's closets and end chairs and chair platform. **Harry Doering**, **Dick McIntyre**, and **Jim Hamill** completed some truck and brake work so the car can now roll many, many museum miles.

ATSF 1413 C&O 90751

Two of our first caboose restoration projects, Santa Fe #1413 and our C. & O. caboose received some clean up and maintenance. **Norm Hill, Tom Travis, Ken Fowler,** and **Bob and Margie Provost** scrubbed and washed the #1413's roof, sides, ends, and undercarriage. The C. & O. car was thoroughly dusted down, swept out and floors mopped. This basic cleanup is something we always need and if you are interested in doing some easy but important car maintenance, call **Norm Hill** at **464-6922**.

ATSF 1509

This car is one of the restoration team's personal favorites. Many of us will always cherish the many fan trips on this old heavyweight to Los Angeles and Las Vegas via Amtrak. It took five years to restore this 1926 ATSF cafe-observation and keeping it in good shape is a prime concern. **Jim Lundquist, Larry Rose, Charles Alban, Dan Liex,** and **Geoff Shepherd** recoated about 80% of the car's roof in one Saturday night work party. **Charles Alban** finished up a week later. **COAST TO COAST STEAM CLEANERS** of San Diego steamed cleaned the car's undercarriage, sides, and roof at no charge. **CONCRETE-TIE COMPANY** donated all the car's new roofing material. **Norm Hill** arranged both donations.

SD&A 250

What!? Some of you may wonder when our museum acquired a San Diego and Arizona coach. Well, what our restoration foot troops are doing is more of a "conversion" rather than pure restoration. We are converting our first ex-Lackawanna m.u. power car to a standard looking heavyweight coach. **Jim Hamill** and others have been working many months on the cars removing pantographs, wire brushing seat stands, and removing unneeded electric gear. Recently, **Norm Hill, Tom Travis, Cliff Pennick, Bob and Margie Provost, Ken Fowler,** and **Dan Liex** scrubbed the car's seats, ceiling and walls. **Dick McIntyre** and **Jim Hamill** removed old roof catwalks. **Mike (Stogie) Panzer** removed some old electrical hardware and piping.

Norm Hill, Steve Norris, Charles Alban, Jim Lundquist, Diana Scheuerman, Geoff Shepherd, Tim Floersch, Ken Fowler, Larry Rose, and **Bill Barbour** in three short weekends got the sides and ends ready for paint. **Larry Rose** and **Norm Hill** did the spray gun work for the prime coats. The next newsletter should have a photo of the completed Pullman green paint job.



Here is proof that progress on the Santa Maria Valley railbus is no ghost story. **Tom Travis** is shown here in the car shop pit wire brushing years of crud off the underframe parts. The Model A Ford engine has been completely rebuilt and needs only a radiator and battery to be lit off. We have the original Fairmont drawings of the radiator shell and it is now in the process of being fabricated. (L. Rose photo)

DEFINITION OF THE MONTH, A DESCRIPTION OF OUR OWN NO. 3

Shay-type engine: A logging locomotive named for its inventor, Ephraim Shay, in 1880. The Shay was a geared engine, and connected to the crankshaft was a line shaft that carried the power to all the axles. The flexible linkage and bevel gears connected the longitudinal crankshaft and the wheels of two or three trucks. The boiler was set left of center, giving it a lopsided appearance. Also called "sidewinder".

MECHANICAL DEPARTMENT NEWS

Coos Bay Lumber Co. No. 11

This locomotive has been fired up and operated twice since the last REPORT. A lot of people put in many hours labor to get it ready in time for the bar-b-que party. The chores ranged from miscellaneous welding to rod polishing and all contributed to a fine show before 2,000 folks at the first steam up and several hundred more at the second a few weeks later. Among the knuckle skinned, grease splattered workers were **Ken Helm, John Ashman, Mike Seed, Brian Valleau, Vic Smith, Dennis Crile, Stan Paulsen, and Vince Tobin.**

Shay #3

This old sidewinder passed its boiler test and has been recertified. The crew fired it up a week later without the drive shaft connected to test appliances and balance the inner workings of its three cylinders. The steamup went well and the arriving SD&A trains were greeted with a whistle blast not heard since 1983. **Mike Seed** has been working particularly hard to get this engine back in business. After running down several stubborn boiler leaks over a period of weeks and fixing several broken studs in the steam dome, Mike announced that he would not be beaten by an "antique bucket of bolts and stone age plumbing that can't even think" and that he would hang in there as long as it took to get the Shay rolling again. With the successful hydro and steam up, he won't have long to wait. Others helping have been **Vince Tobin, Brian Valleau, John Ashman and Ken Helm.**

DL&W 3586/SD&A 250

This Jersey Transit veteran was trucked to the museum to be pressed into service in time for the big bar-b-que blowout. **Mike Panger, Mike Reneau, and Geoff Scheuerman** worked on this car all day and most of the night to get the brakes hooked up and adjusted the day before the special party. **Dick McIntyre and Jim Hamill** did welding work on the steps, some of which were removed during the move up from San Diego. **Vern Cook** unloaded the car with our own rubber tired crane.

The heading on this section will be the last reference to the old Lackawanna number since **Norm Hill's** foot troops will have this coach painted and relettered as SD&A #250 before most members read this. The last coach on the old SD&A roster of 1929 was No. 249. The tradition continues.

1809

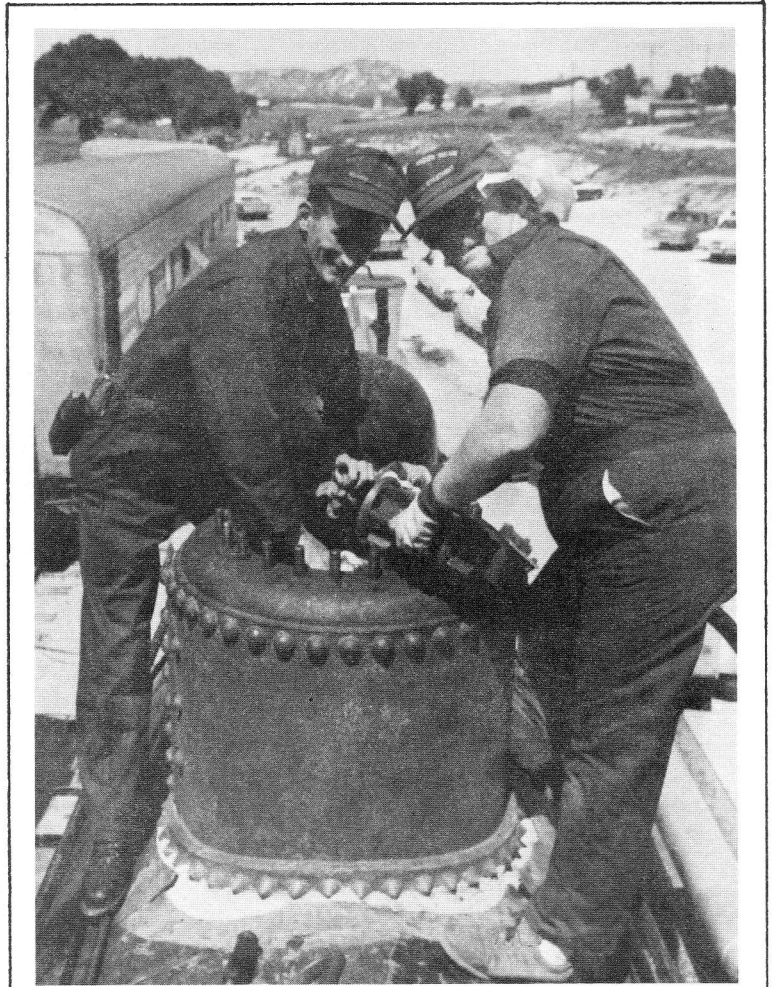
This engine, the only museum locomotive in SD&A service so far, received an oil change a few weeks ago. Though it sounds like no big deal, hundreds of gallons of oil are involved! The used oil went straight into the bunkers of our steam engines and new oil for the crankcase of the big EMD unit brought in fifty gallon drums from our supply dump out in the "north forty". **John Ashman** scrounged this oil from a surplus source last year. **Geoff Scheuerman, Ron Hyatt, David DiGiorgio, Mike Panger, and George Heflin IV** were also involved in the work. The traction motors were also serviced while the locomotive was over the pit in the car shop.

California Western #46

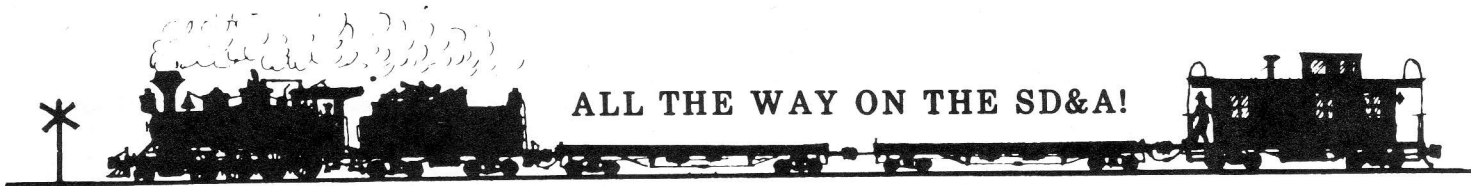
Ken Helm, Dan Marnell, and John Baldwin were on hand for the loading of #46 at Santa Rosa. **Ken Helm** disconnected the low pressure cylinder set from the locomotive so the front set of drivers could be loaded on a separate flatcar as requested by Southern Pacific. All the details of this major project will be the feature story in the next newsletter.

Speeders

A lot of work has been put into our motor car fleet lately to keep enough of them running for fire safety behind each SD&A train. **David DiGiorgio, Brett Tallman, Joel Cox, Bob Nickles, Terry Durkin and Craig Coney** have been the wrench jockeys for our fleet of Fairmont putt-putts.



Mike Seed and Ken Helm wrestle the throttle valve out of the steam dome of the Shay. This was one of the many parts serviced and rebuilt during a major overhaul of the 1923 vintage logging veteran. (L. Rose photo)



WORLD STEAM FEATURED AT ANNUAL DINNER

MARNELL, ROSE HONORED

A large crowd enjoyed a superior slide show of steam railroading around the world at this year's annual museum bash. Member **Harold Edmonson** of Chicago presented the show, featuring the best photos of his globe circling steam hunt of a few years ago. His shots of New Zealand steamers against snow capped peaks were spectacular. He was introduced by his fellow globe trotting steam chasing friend **Dr. Dan Marnell** of our Board of Trustees.

Dr. Marnell was himself honored as the museum's "Railfan of The Year" for 1985. Dan has been involved up to his armpits in the difficult movement of California Western engine #46 and in the time consuming Balboa Park museum headquarters project. He has pumped thousands of his own bucks into these projects and has been a big cash contributor to many museum projects over the years. **Larry Rose** presented the award to the year's outstanding railfan, as he usually does, then shortly thereafter got one of the surprises of his life.

The Board of Trustees had cooked up an award of their own never before presented before and after an introduction speech by Executive Director **Jim Lundquist** referring to Larry as the "number one impact player" on the PSRMA team, the stunned REPORT editor shuffled up to accept a plaque naming him as "Railfan of The Decade"! Larry gave credit to his wife **Tanya** (last year's "Railfan of The Year") for whatever contributions to the museum he has been able to provide, at which point she began to cry! What a scene and what a party.

Special thanks to **Brian Valleau** and **Roy Pickering** for setting up a most enjoyable and affordable dinner and annual whoopee-doo at the 32nd Street Navy Base.

La Mesa Depot Staffers

by Patti Bice

Well, spring is here and yes we have been busy. Our private car Robert Peary went on a couple of short trips. On March 22nd, it was at the trolley opening on Euclid Avenue. On April 25th, it was part of the grand opening hoopla of the new Lemon Grove Trolley Depot. A great big THANKS to **Dick Engle** of the SD&IV Railroad for making it possible for the showing. Of course, before making the trips, the Peary needed the once-over and, once again, the "Dynamic Duo" came armed. **George Parish** went along to do the vacuuming. He claims the women "yaked" too much. We love ya, George.

Mary Brown and **Bob Hull** had a lot of fun guiding the CAR RALLY CLUB of San Diego through the Peary. The two passed out lollypops as part of a progressive game. Getting involved is a whole bunch of fun. The people are great and we would really enjoy meeting you. Call me at **698-3218**. You don't have to do much to do a lot!!

STAFFERS

*Julius Acevez
Dan Botkin
Mary Brown (2 times)
Susan Brown
Margaret Collins
Dorothy Cotton

Doris Dean
Jack Ebey
Al Ellis
Bill Evans
Hallie Holmes (2)

Bob Hull
Joe Laurent
Shiela Mackay
George Medlin
George Parish

Don Pope
Donna Regan
Russ Stockwell
Kay Stout
Anne Wright

(*La Mesa Historical Society)

GIFT SHOP REORGANIZED

After years of toiling alone to establish a museum gift shop, **Linda DiGiorgio** has decided to step down as shop manager and has passed the books on to a committee. Linda was recognized as "Railfan Of The Year" in 1982 along with her husband Bob for their superior effort on behalf of the museum. After six years of going it alone, a graceful retirement with many thanks from the museum is richly deserved.

A new group has been formed to help lighten the load that has become increasingly heavy with the increase in visitors at the museum and special SD&A promotional projects that are underway. The new group has split up the tasks to make the shop into a smoother operation so that all the work won't bury a single individual.

Raenele Floersch is the new manager. **Diana Scheuerman** is the buyer and inventory keeper. **Marilyn Doering** is our marketing director. **Roy Pickering** is in charge of special projects such as the SD&A replica china plate. **Louise Reneau** and **Margie Provost** will help with staffing. Scene of the action has shifted to our museum at Campo and the La Mesa gift shop car will soon ride there on "Great Freight II" along with most of the museum in-town rolling stock. Our spur in La Mesa will not survive the next phase of the San Diego Trolley, so perhaps its time to make the move out to the museum instead of waiting to later and have to move while under the gun. Gift shop staffers, veterans and novices, are encouraged to call **Raenele Floersch** at **578-4835** and offer to help at the museum shop in Campo. SD&A ticket office help is also needed. If you can help, call **Louise Reneau** at **282-9002**.

697-7762 (MY PSRMA)

This is the number to call for a recorded message on the latest museum activities and/or leave a message for various supervisors, departmental heads, etc.

PSRM CAMPO

With all of the people required to run our SD&A operation, it sometimes seems like few are left to build the museum. Track work on the grounds has slowed to a crawl, but that is the only area of museum building activity that has noticeably slacked off. Carpentry work on the car shop has actually increased since the start of SD&A excursion service.

Paul Bortell, Bob Provost, and Bruce Semelsberger completed the stud replacement and plywood sheathing all along the street side of the car shop. The entire length of the wall behind the narrow gauge 2-8-0 has been repaired and is now ready for new metal sheathing. Paul and crew are now working on the northwest side of the building and have finished the entire wall bordering the wood shop.

A new concrete stoop was poured in front of the restroom door in conjunction with a concrete base for a new radio antenna. **Charles Alban, Larry Rose, Mike Panger, Gaylen Dyreng and Barney Barnier** were involved in the work.

Barney Barnier has changed out most of the locks on car shop doors to the new master key system. Included are the gift shop, bell and whistle room, tool room and mechanical department snake pit. Next up for Barney is a new steel door across from the SD&A crew call board in the lounge.

Joel Cox, Brett Tallman, Charles Alban, Brian Valleau, and Larry Rose have been working on switch six. All of the 90 lb. rails have been cut and jointed up as of this writing and most of the spiking done. **Dick McIntyre** built the special 90 to 60 lb. transition bar that had long been needed to finish the connection from switch five to Caboose Row. Larry and Joel installed the joint bar and did a little ballasting and hand tamping to finally give this area a finished look. **Skip Carlisle** has also been shoveling ballast in the museum yard.

New members **Bob and Margie Provost** have jumped in with both feet and have made a major impact at the museum. One of their first tasks was to get out their "weed eater" machine and clean out every weed anywhere near the car shop. No one asked them to do this tough job, they just saw the need and accomplished the task! Ideal museum volunteers! You will find Bob and Margie mentioned in other articles in this issue working in other departments as they fearlessly get involved up to their eyeballs in the total museum experience. **Don and Nancy Getz, and Floyd and Sookie Lake** are others who made a family thing out of their museum involvement, having also participated in the work of several departments.

These folks are the latest examples of how easy it is to get involved in several museum projects at once and have a major impact on all of them. There is no shortage of projects at the museum. Car restoration, track work, grounds keeping, gift shop staffing and building maintenance are just a few of the areas that need more help, so come on out and join our growing cadre of movers and shakers.

HONOR ROLL

California Western 2-6-6-2 #46 is loaded on a flatcar and is on its way to San Diego as this column is written. Cash for this big move is urgently needed. Answering the call have been **MARK LANDGUTH, MRS. PETER DUNCAN, BART BISHOP, MARY SANDERS, LYLE BRANCH, DARREL BIVANS, HAL CRISPELL, D. G. NORTON, BILL GUNTHER, WALLACE SCHONSCHACK, PATRICIA GREGSTON, RICHARD DROVER and DR. RAWDON RAMBO.** All have contributed big cash to help get No. 46 to Campo. Dr. Rambo responded all the way from Baltimore! An appeal to recover the cost of moving this large locomotive is being sent out by the Board of Trustees in a separate mailing. Please respond to this push, folks. A full photo article on this major engine retrieval will be featured in the next newsletter.

Southern Pacific 4-6-0 #2353 is due to move soon also. In fact, the tender of this engine is already at the museum along with its companion Harriman coach. The rest, and heaviest part, of this fairgrounds exhibit will be on the road any day now and funds are also urgently needed to pay for the heavy trucks and cranes involved. Board of Trustees member **WILLIAM NIEDRICH** has sent in a thousand bucks to match the seed money put up by **JIM LUNDQUIST and NORM HILL.** Donations have also been received from **LARRY and CHESTYNE QUALEY** and board member **JOHN B. STODELLE.** Moving a 120 ton locomotive by truck ain't easy, folks, and it sure ain't cheap so please send what you can to help get #2353 to Campo and join the members on this honor roll.

The **General Fund**, the last ditch source of cash for everything we do, has been given a boost this month by the **FRANK LUNATI CONSTRUCTION COMPANY, ERIC S. SUNDT, ELEANOR AMERAL, and WALT RICHARDS.**

The **Buy-A-Tie Fund** has taken care of switch six in the yard throat and is now charged with funding the extension of tracks five and six from this switch to the area of the future locomotive shop. There will ten ties on the next published tie chart, thanks to **PETER DUNCAN, DARREL and TONY BIVANS, JOEL COX, ED DE MERS, WALLACE SCHONSCHACK, and JON SIRRINE.** We need at least another ten to make a decent looking chart in the next newsletter. Ties are \$14.00 apiece. One tie means two feet of track!

ARISE SCAFFOLDING CO. has donated several sets of heavy duty staging which have already been set up at the entrance to the car shop. **SINCLAIR PAINT CO.** of San Diego, **MR. TOM DENTON,** Manager, has donated twenty gallons of paint to our restoration department.

FRED PARKER of Chula Vista, donated a heavy chest of machine tool bits and drills of various types and sizes.

RICHARD PARISH of Carleton, Michigan, donated an old track jack off the D.T.& I. Railroad.

WALLACE SCHONSCHACK and PAT GREGSTON donated several pine tree seedlings to our landscape effort at the museum.

NELSON SCHWEERS of Jamul, donated an antique passenger car heating stove that will be right at home in our 1882 vintage Dardanelle and Russelville coaches.

HAWTHORNE RENT-It SERVICE donated the use of a large front end loader used to ballast track at our Miller Creek siding.

TOM and LARRY HIESHETTER donated their dump truck and loader service to finish ballasting the museum track constructed so far at Campo.

SANTA FE SOUTHERN PACIFIC FOUNDATION donated \$1,000.00 cash as a matching grant to cash donated by ATSF engineer **TERRY E. DURKIN.**

TOM TRAVIS donated big cash to purchase paint for the restoration of the ACY boxcar.

WALTER GIEFFELS donated cash to the diesel locomotive fund set up as a memorial to John Gieffels, our much missed diesel engine wizard.

DOUG HARLEY repaired the museum's dot matrix printer at the home of Larry and Tanya Rose. Without his help there would be no labels for the newsletter mailing, or membership renewal notices, or half the museum business.

SAN DIEGO TROLLEY EAST EXTENSION OPENS

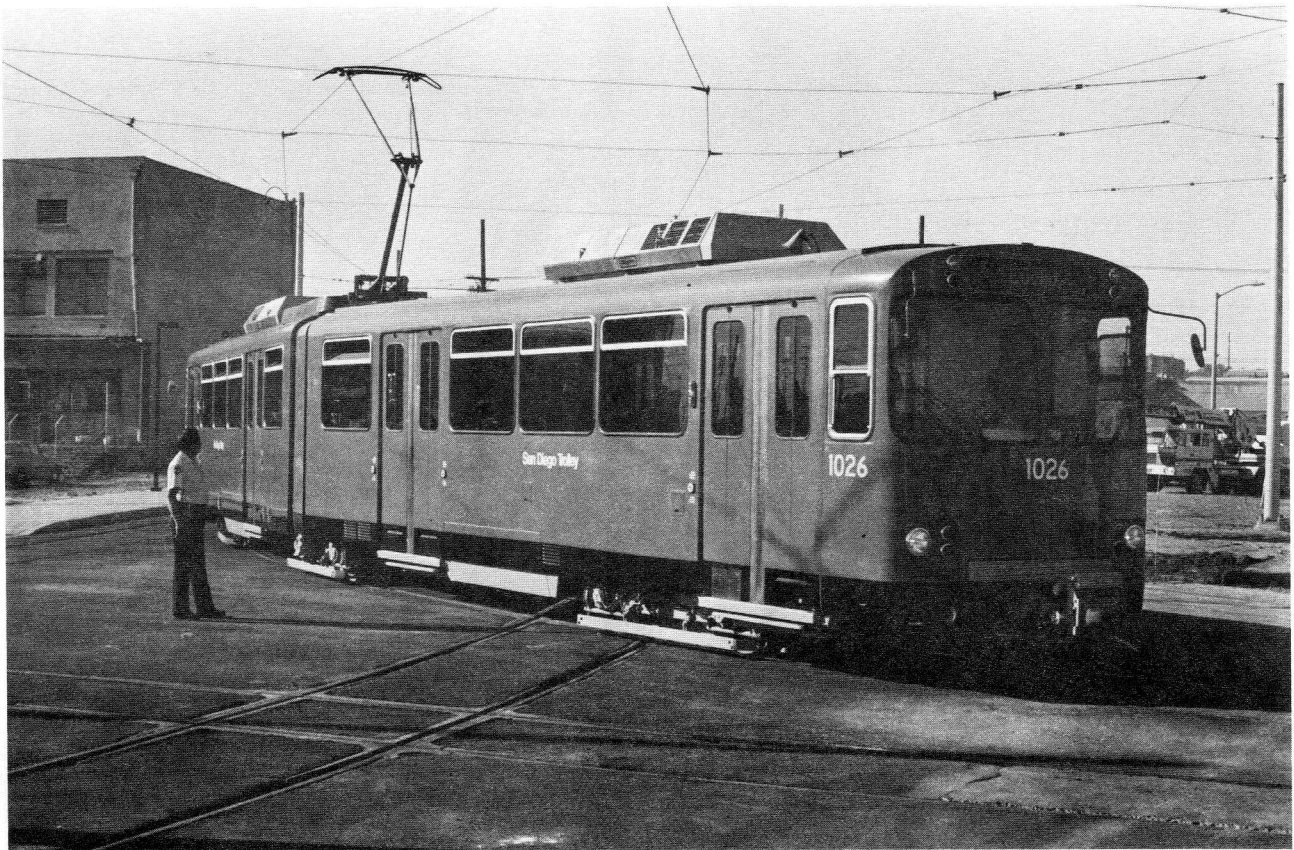
After several days of free rides and inaugural hoopla, kicked off with a speech by California Governor George Deukmejian, the first phase of the San Diego Trolley east extension went into service on March 23rd. The new 6.2 mile section ends at Euclid Avenue and is called the "Euclid Line" by trolley parent MTDB, the Metropolitan Transit Development Board. We would hope that the line would be called the "El Cajon Branch" soon in honor of the station another ten miles farther out that is the planned "end of the line" when the next phase is built.

The LRV's will operate over the new line every 15 minutes during rush hours and every 30 minutes the rest of the time between 5:00 am and 10:00 p.m. Opening of the new line required the use of the double tracks in downtown San Diego, resulting in the closing of a four block section on "C" Street to all automobile traffic. The four blocks bridge the civic center stop at 2nd Avenue with the Gas Lamp stop at 6th Avenue. In between are widened sidewalks, landscaping and outdoor seating in a mid-town park-like atmosphere. At last a piece of downtown has been reserved exclusively for pedestrians and light rail transit.

Ten new LRV operators have been added to the pool at San Diego Trolley to operate the new route including long-time PSRMA member **Jeff Johnson**. A half dozen museum members now work for the trolley company including, of course, our Executive Director **Jim Lundquist**. Our San Diego & Arizona Railway General Manager **Ron Hyatt** also worked for the San Diego Trolley briefly last month as a track worker before leaving to run trains for freight operator San Diego & Imperial Valley Railroad.

The new line cost 33.6 million, took less than twenty one months to complete and came in ahead of schedule and under budget! The original sixteen mile south line also came in ahead of time and under budget, so the very cost effective record of the San Diego Trolley remains intact and the line remains the model system for new light rail projects across the nation.

The opening of the new line was an important day for San Diego as evidenced by the presence of the Governor of California, a man known as not much of a railfan. Congressman Jim Bates was on board the first train opening day and all the dignitaries in attendance mentioned in public utterances the inevitable extension out to El Cajon that has just received its first funding! With the trolley setting ridership records almost monthly and enjoying the support of most local and many influential state politicians, the future looks bright indeed for the return of civilized transit to San Diego County,. In 1949, Mayor Harley Knox presided over the death of the San Diego Electric Railway. Too bad the short sighted fellow isn't around to revel in the joyous rebirth of rail transit along much of the same route as the SDE system that was scrapped as "obsolete" thirty seven years ago!



A bright red San Diego Trolley, Inc. LRV moves on to Commercial Street from the 12th and Imperial transfer station on the first day of operation of the new east line extension out to Euclid Avenue. The foreground diamond is the crossing of the San Diego and Imperial Valley freight line that uses the new rails at night. The building in the background is the old San Diego and Arizona freight house. This building was the source of PSRMA's famous "Dumpster Collection" of SD&A and SD&AE documents, maps and photographs. The priceless horde of historic records was casually tossed from the second floor into a dumpster in 1980 when then SD&AE freight operator Kyle Railways, Inc. cleaned house during the start of operations. PSRMA volunteers used four trucks to haul away what is now the heart of the museum library's section on early San Diego railroad history. The LRV operator is PSRMA member **Larry Granfield**. (Dan Robirds photo)

