

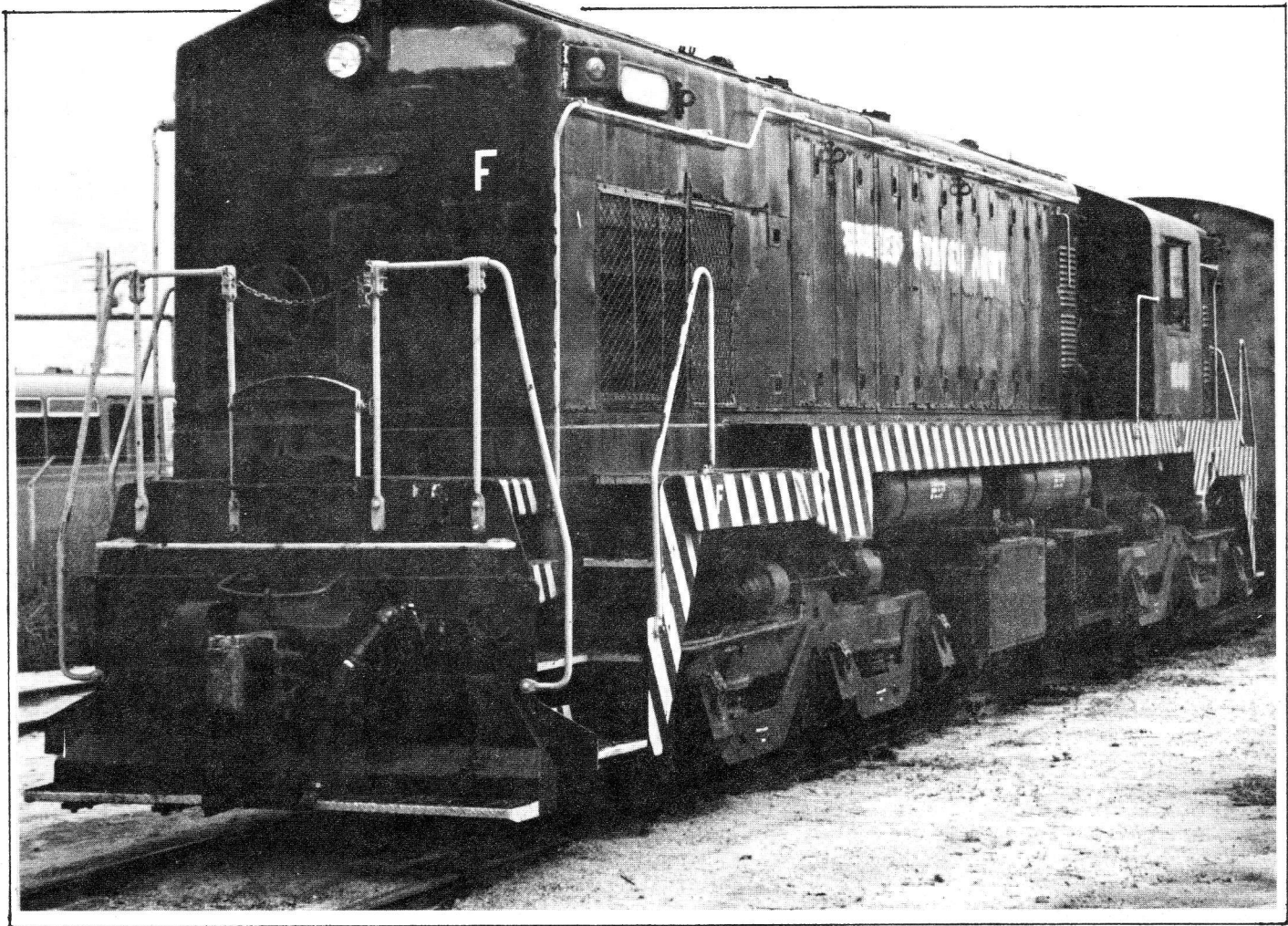


Mar-Apr '82

REPORT

No. 179

OFFICIAL PUBLICATION OF THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



ROAD POWER FOR PSRMA !!

PSRMA has acquired a large diesel electric road engine, ex-U.S. Army MRS-1 No. 1809. The locomotive rolled into town before the ink was dry on the last issue of REPORT and was promptly photographed for the cover of this issue. Larry Rose took this shot near the trolley barn in the S.D. & A.E. yard, where the engine will be stored while waiting for transport to Campo. The details are in this issue of REPORT. Read and rejoice!

UNUSUAL LOCOMOTIVE ACQUIRED

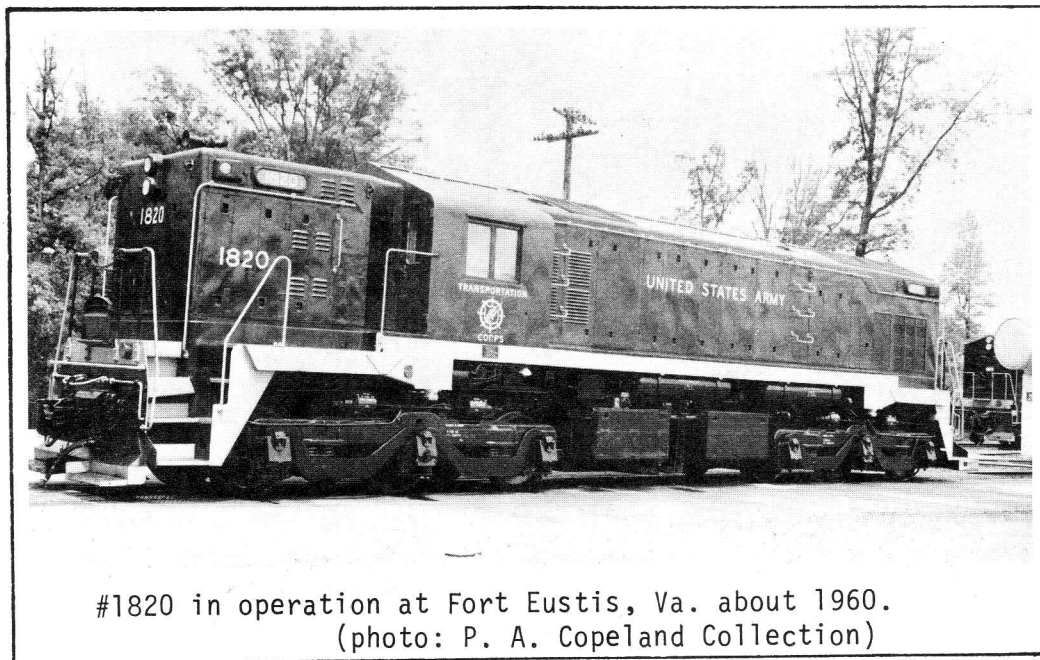
PSRMA has acquired a large diesel electric locomotive of a most unusual type. The 120 ton engine arrived in San Diego March 8th and has caused many double takes since by local railfans. The low profiled engine is an MRS-1 adjustable gauge unit built for the military in 1952 by EMD as one of a lot of thirteen. Its unusual peaked cab roof allows it to be used on railroads of low clearance anywhere in the world. It is also equipped for multiple unit operation, compatible with most anything now in use on the nation's railroads.

The locomotive is designed to be operated with the long hood forward and is equipped with a steam boiler for passenger operations. A preliminary inspection of this boiler showed that it had hardly ever been used. In fact, the entire engine shows little wear on any of the mechanical parts. Rust damage to the sheet metal work is the most serious problem with the locomotive. Most of the damage was, no doubt, due to the salt air environment at its last duty station at Vandenburg Air Force Base.

The engine was acquired due to the efforts of Bill Niedrich, who worked through the same government surplus channels that got us the railroad crane last year. The total cost of this unit was \$250 for the ownership transfer paperwork! The cost of transportation from Utah to San Diego was donated by the Union Pacific and the Santa Fe. Several hundred dollars of museum funds were expended for journal oil and lube supplies, but at less than \$3.00 a ton, delivered, this has to be PSRMA's best and cheapest acquisition pound for pound.

The Union Pacific and Santa Fe deserve high praise for careful handling of the unit on the long trip from Utah. The U.P. even repaired some broken glass vandal damage the engine suffered while in their care. PSRMA would not have been able to acquire this unique exhibit without the help of these two railroad companies. Bill Niedrich and Jim Lundquist did the leg work and letter writing for this acquisition, but the next time you are railfanning along the Santa Fe or U.P., stand at attention and salute. The transportation donation was worth thousands!

Bill Niedrich met the engine enroute from Utah at Yermo and took off several boxes of spare parts that were stowed in the cab. The log books and maintenance manuals were also included and are now in the hands of museum Master Mechanic Ken Helm.



#1820 in operation at Fort Eustis, Va. about 1960.
(photo: P. A. Copeland Collection)

The locomotive arrived wide open and trash filled, so Ken promptly made keys for the cab to keep the bums out and started a list of things to do to get the engine in operation.

← Here's another surprise fans---a second locomotive, No. 1820, was also applied for and is expected to roll in soon. The idea was that with two identical locomotives we would always have enough spare parts to keep one engine running on the museum's demonstration railway. Ken, of course, wants to get both

units running to take advantage of their M.U. capabilities and to provide PSRMA with road power second to none on any museum pike in the country!

As for the history of the MRS-1 type, member P. Allen Copeland has provided the following information:

The MRS-1

During the height of the Korean War, the U.S. Army Transportation Corps placed a number of orders for new locomotives. Most were of domestic models for use in the U.S.A., but one was a special design that could be used on numerous railroads all over the world. The design was built with multi-gauge trucks that could be easily changed to gauges ranging from metre up to 5'6". ALCO and EMD both bid on the design, and ALCO was the winner insofar as building the largest number of locomotives for the military. EMD did build 13 of this design, the MRS-1. The EMD design greatly resembled the ALCO units, but the six axle trucks were slightly different and the EMD units had a unique peaked roof.

All the EMD units were delivered in mid-1952 as USATC 1808-1820. Several (including 1810 and 1811) were sent to Korea for testing and remained there through the end of 1953. Number 1808 was used by the Denver & Rio Grande Western for a time, testing the locomotives on high altitude branches, while No. 1809 was tested on the Alaska RR until 1955. At the conclusion of the Korean War, most of the EMD MRS-1 units were placed in long term storage at New Cumberland, Pa., except for numbers 1812, 1819 and 1820, which were assigned to the Transportation School at Fort Eustis, Va. Numbers 1814-1818 were loaned to the New Haven RR for a time in the mid-1950's when the road suffered severe flood damage, and then were again returned to storage. Eventually numbers 1808, 1810 and 1811 were assigned to the Sunny Point (N.C.) Army Terminal, No. 1809 was sent to Vandenburg Air Force Base and numbers 1814-1818 were transferred in 1971 to the Navy for use at the Navy Ammunition Depot, Hawthorn, Nevada.

Many of the ALCO-GE units have been retired and sold or donated to museums, but to the writer's knowledge, none of the EMD units have been preserved, so PSRMA is the owner of a unique locomotive design that contains many components that are common to the ubiquitous EMD Geep. No. 1809 has a varied and interesting history in its own right and is a welcome addition to the museum's roster.

B.O.D. RUMBLINGS

Doing a good job as an officer of PSRMA has long been rewarded with the total absence of opposition at election time. This has made it difficult for our volunteer staff to exit gracefully when they need a rest from the ever increasing responsibilities of the west's fastest growing museum group. The work load on CPA Brenda Bailey, our esteemed Treasurer, has been especially heavy, causing the board to appoint Harry Doering, a professional budget analyst, as Comptroller last year to help her with the financial paperwork.

Last month, Brenda gracefully resigned as Treasurer, knowing that Harry, now well versed in museum affairs, was waiting in the wings. The board appointed Harry, who is also our Campo Committee Chairman, to fill the rest of Brenda's term. Brenda was then appointed Comptroller before she could escape completely so she would be handy for accounting assistance when needed.

Working thirty or more hours a week for PSRMA in your spare time is routine for the museum's top staff. Harry has been putting in this kind of time since becoming a PSRMA activist early last year. The reward for knocking yourself out for PSRMA is invariably more work and Harry has been handling his share admirably. He has earned the trust and confidence of the Board of Directors and staff heads and has made the transition into one of the museum's toughest jobs with smooth efficiency.

Brenda, in stepping down, can now get involved in other areas of museum activity that interest her and has already offered to help with getting the REPORT out. Brenda will be most welcome wherever she wants to participate, having put in four years of superior performance in the pressure cooker world of museum management. PSRMA is extremely fortunate to have volunteers like Brenda and Harry beautifully handling a vital museum job that has little to do with hands-on railroading. All railfan organizations should be so blessed. Salute!!

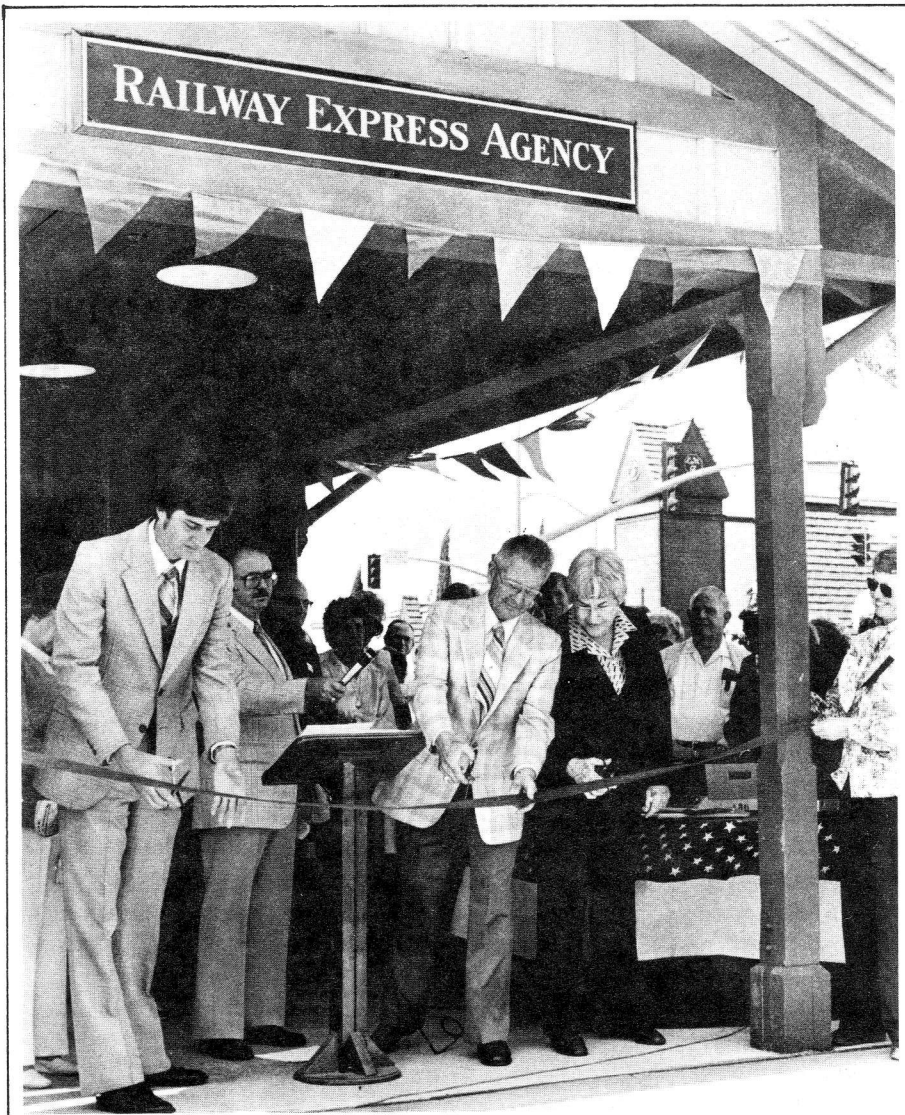
"La Mesa Cannonball" a "must" for serious train riders

SHAY WHISTLE SIGNALS DEPOT OPENING

The sound of live steam blowing through a Nathan five-chime whistle announced the official opening of our La Mesa Depot to a crowd of several hundred gathered around the depot platform on Sunday, April 18th. Master Mechanic Ken Helm did whistle cord honors aboard Shay #3 as La Mesa Mayor George Bailey, PSRMA President Jim Lundquist and La Mesa Historical Society President (and PSRMA member) Dorothy Griner simultaneously cut the ribbon stretched between the porch posts on the south end of the depot.

Historical society member and La Mesa Public Works Director Chuck Bras served as M.C. for the proceedings and introduced Supervisor Paul Fordem, the former mayor and the members of the City Council who were present. A few short speeches and introductions preceded the ribbon cutting, with Eric Sanders and Loretta Cox remembering Loretta's dad, the station agent in La Mesa from 1910 to 1936.

Jim Lundquist presented Life Patron Member plaques to depot benefactors John Maxwell and Wally Barber, who, between them, contributed about twenty thousand bucks to the project.



Jim Lundquist, Mayor Bailey and Dorothy Griner prepare to cut the ribbon held by Ellen Sanders that will trigger a long wailing blast from the whistle of Shay #3 announcing that our depot museum is now officially open. (photo courtesy of La Mesa Courier)

Norm Hill introduced some of the PSRMA restoration crew who have been working on our railway equipment in La Mesa. To the disbelief of everyone, Norm was wearing a suit and tie, rented just for the occasion.

Larry Rose introduced the depot workers in attendance as well as many of the donors of materials and equipment that kept the restoration moving. Larry also made the formal presentation of the depot to the community and presented a key to the depot to Mayor George Bailey just before the ribbon cutting.

The mayor's speech recalled the terrible condition of the depot when it rolled into town three years ago leaving a trail of parts and debris. The mayor outlined the project progress from eyesore to "Orchid", an award presented by the American Institute of Architects for a "brilliant restoration". The mayor had high praise for PSRMA and our depot project which has helped revitalize downtown La Mesa.

The volunteer spirit of PSRMA was in attendance also, as the engine crew funded the firing of Shay #3 entirely out of their own pockets. Three hundred bucks for fuel was spread among Ken Helm, Dan Robirds, Ron Hyatt, Shawn Eriksen and Scott Thompson of the locomotive crew. Ann McVeagh, David Black and Jim Lundquist also chipped in and Nick Nichols provided the generator for the

stack fan and a propane torch to get the fire going. Firing up #3 was a last minute whim, as there was no money in the depot budget for such an extravagance. Ken, Dan and the troops were given the o.k. to steam up by the board, but only if they could fund it themselves.

The Shay whistle turned out to be the magic ingredient in a super day for PSRMA. The event was covered by two San Diego TV stations with Nick Nichols and Larry Rose being interviewed, but with #3's screaming whistle stealing the show. Even our beautiful little depot couldn't compete with the mistique of live steam.

All of the equipment near the depot was open for inspection, thanks to Ann McVeagh, Wilma Steele, Trig Stanley and Roy Pickering, to name a few of the folks who handled the cleaning and staffing chores. Mike Retz replaced the two broken windows on U.P. diner #4054 which had been broken by vandals during the move last August. Mike also serves on the depot management committee. George Parish built wooden stairs with landings so the public could enter the Army Kitchen Car and exit the stainless steel Amtrak coach with ease. George put in a lot of hours and contributed a lot of wood to show off our equipment properly and he did a superb job.

A lot of hours were also pumped into this project by Eric Sanders, who organized the grand opening program and arranged for Railroad Avenue to be blocked off between La Mesa Boulevard and Lemon Avenue. Eric is Chairman of the joint PSRMA/LMHS Depot Committee and beautifully coordinated the participation of both groups in the "re-opening" of the oldest building in town. The La Mesa Historical Society held a reception down the street at the Chamber of Commerce office for the donors and depot workers immediately after the ribbon cutting.

Bob and Linda DiGiorgio handled the PSRMA concession stand brought out from our San Diego exhibit and dispensed lemonade, museum information and lots of goodwill to the 1,200 plus people who visited the depot during the afternoon. Depot and rail exhibit staffing was jointly handled by both LMHS and PSRMA members. Several hundred PSRMA members were present at the depot happening, and, in many ways, they all helped staff, as many of them were seen jaw-boning with visitors.

The depot itself was outfitted for the occasion with photo exhibits provided by PSRMA and LMHS along with a collection of railroad lanterns loaned by Norm Hill and Nick Nichols. A detail was also permanently mounted on the exterior of the building. Larry Rose constructed and mounted a replica of the train schedule board on the exact location of the one shown in the old photos. The schedule shows the actual train numbers and times in effect in September of 1914, when there were seven passenger trains a day each way through La Mesa.

With the depot officially opened, the first major event scheduled there was ballyhooed with gusto. A lot of local interest was shown in our La Mesa Cannonball run on May 23rd. Every PSRMA member is encouraged to support this fund raiser, as we may not have the opportunity again. It has been fifty four years between trains in La Mesa! Make sure you are on this one. See you at the depot!

Depot Staffers

The La Mesa Depot, even though only officially opened April 18th, has been regularly staffed on weekends for the last few months under the capable coordination of Adalaida "Trig" Stanley. The following members and friends spent an afternoon (or 2 or 3) talking about La Mesa history and old-time railroading to local depot visitors:

Harlan Hatz (2 times)	Adalaida Stanley	*Marge Becker	Eileen Schneider
Mike Retz (4)	*Pat Ketler	*Kay Kester	*Kilman Aiken
Joe Laurent (3)	Dorothy Griner	Ann McVeagh	Hilma Muzikar
Walter Morrison	Bill Evans	*Cindy Rittershofer	Kay Montgomery
Richard Teague (3)	Wilma Steele (2)	Lynne Wallace	*Lucille De Wade
Betty Teague (3)	*Margaret Collins	Gil & Irene Judy	*Joe Smith
George Mitchell (2)	Al Ellis (2)	Shirley Simpson	Rita Cloud
Margaret Sceppe	Bill Schneider	Rebecca Archer	Eric Sanders (6+)

* La Mesa Historical Society

"BUY A TIE" PROGRAM LAUNCHED

Twenty one ties have been "purchased" by PSRMA donors since our "Buy A Tie" program was launched in the last REPORT. That amount will support enough track for a boxcar or one of our smaller steam engines! Another twenty will support a heavyweight passenger car.

As you can see by the "rail graph", several members have funded the purchase of more than one "Paul Bunyan Toothpick" for our Campo home. We have a source for excellent ties at \$7.00 each and we need all we can get. About two hundred ties have been donated or acquired from other sources and have already been moved to Campo and are stored in the shop building.

If you can help add to the pile, send in 7 (or 14 or 28?) bucks to : PSRMA "Buy A Tie" program, La Mesa Depot, 4695 Nebo Dr. (Railroad Ave.), La Mesa, CA 92041. The sound of spike mauls rhythmically driving iron at Campo is not far off, so help your museum make tracks!

CAMPO

Two hundred and seventy five lengths of 60 lb. rail have been moved to Campo since the last newsletter. Vern Cook got the transportation donated with some fast talking and fancy footwork. The unloading work was done by the usual grunts whose names appear frequently in the "Restoration News" section of REPORT.

Our rail stockpile from the old SD&AE Coronado branch has now all been moved to Campo. The folks picking up the last of the rail and track parts were Jim Lundquist, Bob Martin, Dick McIntyre, Bill Niedrich, Dave Slater, Arn Hunsberger and James Vavra.

The last of the maple gym floor has been taken up in the shop building, thanks to Nick Nichols, Larry Rose, Norm Hill and Harry Doering. Stan Bartlett and Jerry Pickel pulled nails and stacked much of the flooring for future use. Having the floor up allowed the truck with the shop tools to drive inside for unloading. Ties have also been unloaded inside with trucks entering through a temporary door built by Larry Rose and Dan Robirds.

The big job going on inside now is the repair and reactivation of the fire sprinkler system. Lines are being cleaned out and rerouted into our bunk room, kitchen and toilet rooms. Participating in this major rework are Harry Doering, Ron Hyatt, Jim Lundquist, Shawn Eriksen, Jim Hamill, Dan Robirds, Larry Rose, Norm Hill and talented newcomer Duff Joseph.

The outside door to the tool room was rebuilt by Scott Thompson and Larry Rose. Bill Barbour continues to be a one-man gang, working on the electrical stuff, running new conduit, pulling wire, etc. Outside, a drainage ditch was dug with all of the above folks participating with picks and shovels in the typical PSRMA "hand-operated, air-cooled" operation.

A week later, just to be different, Wally Barber showed up with his large front end loader and demonstrated to our stoop labor troops a better way to move dirt. A lot of erosion damage from the winter rains was repaired and much broken rock "rip rap" was placed along the creek bank down by the SD&AE mainline.

The construction of the shop doors is next up. Dick McIntyre is building the frames. Harry Doering made arrangements for the acquisition and delivery of a large stack of

PETER DUNCAN
MARY SANDERS
DREXEL COOPER
DREXEL COOPER
DREXEL COOPER
DREXEL COOPER
JAMES COLLINS
JAMES COLLINS
JAMES COLLINS
JAMES COLLINS
JAMES COLLINS
REV. JOHN MAGUIRE
JAMES SLINGSBY
JAMES SLINGSBY
JAMES SLINGSBY
HAROLD SCHAEFER
HAROLD SCHAEFER
WOOD MOORE
WOOD MOORE
NOLAN CLARK
NOLAN CLARK

baked enameled metal panels that will be the skin on the new doors and eventually the skin on the entire shop building.

There's sunshine, fresh air and exercise enough for all at Campo and work enough for an army. You are encouraged to join the few, the dedicated, the Campo Crew! Involvement is never more than a phone call away. Call Harry Doering, our Campo Committee Chairman, at 465-7261 today!

INDUSTRIAL ARCHEOLOGY

(Restoration News)

by Brenda Bailey

When you look at the equipment on a week to week basis, it seems that only a small amount of work is being done. But, when you look back over the last two months, it is amazing as to how much restoration gets done. Supervisor Norm Hill and Master Mechanic Ken Helm have been keeping the dedicated volunteers involved in the following projects:

ATSF CABOOSE

Norm Hill, Bill Barbour and Steve Norris have finished all the interior paint striping, and have filled all the dents and nail holes. They have also completely sanded the interior and applied a primer coat of paint to the walls and ceiling.

A genuine caboose stove has been donated by member Tom Brady, an S.D. & A.E. conductor. Harry Doering has started to clean it up in his home shop. Doug Kerr and Norm Hill repaired and cleaned up some bench sides and Scott Thompson completely stripped a second bench.

Loyd Gage and Western Sandblasting sandblasted the interior screens, posts and water cooler stand, and the parts have been primed and painted and now look new.

Also helping were Larry Rose, Ted Kornweibel, and Jerry Pickell, who installed the drip moulding and fascia boards. Many thanks to everyone for all the hard work on this fine caboose.

E. J. LAVINO

With Ken Helm in charge, the locomotive is almost ready for a hydrostatic test. Our favorite, "Nick" Nichols, has sanded the cab doors that he made and has a coat of primer on them. Ken, Dana Graham, Ron Hyatt and Shawn Ericksen have installed the internal valve gear and did plumbing work on the steam turret. Dick McIntyre saved the day when he made a special tool to pull off the packing gland and now the throttle is ready to be reinstalled. Scott Thompson took the bell and all gauges home to work on. He cleaned them up and polished them.

U.P. Diner

Ron Hyatt and Shawn Ericksen pulled up the broken floor tile. Mike Retz replaced the windows and metal magician Dick McIntyre totally rebuilt a door push and bar lock. To get ready for the May 23rd Cannonball, Ken Helm, Ron Hyatt and Shawn Ericksen have begun to repair the brake cylinder. Ann McVeagh and "Trig" Stanley pitched in to get the car spruced up inside.

Guard Car G-10

Mostly Dick McIntyre working here; he built an entire new galvanized metal wall shower with metal he donated. Norm Hill followed along with the painting and touch-up.

Misc.

Master Mechanic Ken Helm has the steam boiler ready for reinstallation in the Robert Peary. "Mr. Reliable", Dick McIntyre, also completed the metal repairs on the vestibule steps of the U.P. #576 coach.

We missed a few of you this time, and we would like to see Randy Gibson, Bob Martin and Jim Hamill, Mike Reading and Brian Valleau helping out again. Remember, we work on the equipment on the first and third weekends. Thanks again to all of you who helped!

Machine tools arrive at Campo

Tools for our Campo machine shop have been acquired through our surplus government property source. George Parish loaned \$1,000.00 and John Baldwin authorized \$1,000.00 from a grant he had previously made to PSRMA so this rare opportunity would not get away from us.

The equipment includes a milling machine and a large industrial lathe weighing about three tons each. The museum also scored a drill press, a power hack saw, a pipe threading machine and an "Elox" electronic drill, all very heavy duty tools. This heavy duty gear was moved inside our Campo shop last month courtesy of member Vern Cook, who arranged for moving this equipment and about a mile of rail to our new home on the same weekend.

The equipment, though used, is in excellent shape and was acquired for pennies on the dollar of its original cost after being inspected and selected prior to the sale by Bill Niedrich and George Parish. PSRMA had no money budgeted for this kind of acquisition, so the members mentioned above kicked in \$1,000.00 each to get these much needed tools valued at \$60-70,000.00 if purchased new. Members are encouraged to donate what they can to the PSRMA Tool Fund to help lighten the burden of the folks mentioned above who, so far, are outfitting the museum machine shop themselves. Good show!!

Exhibit Staffers

by Bob DiGiorgio

ARE YOU LOOKING FOR A GIFT?, something nice and railroady? Our PSRMA Gift Shop is expanding rapidly and it is the only gift shop of its type in San Diego devoted exclusively to trains. Besides the PSRMA logo items that we've carried all along (T-shirts, cups, and bumper stickers) we are adding a much wider variety of toys and gifts for both kids and adults. We don't carry electric trains or models, but, rather, more of the "gift shop" type of things. There are train whistles for kids and train whistles for adults. We are carrying playing cards, pens, pencils (all with trains on them), then we have wooden trains to push along, paper trains to put together and books about trains to read or color. And, of course, we have engineers's caps and red bandannas! Come down and see us any Saturday or Sunday afternoon from 12 to 5 (to 6:00 during the summer) or call us at 283-3066. Besides, you get a free tour of the exhibit at the same time. How can you pass that up?!

CANDLES in the Peary's diningroom, a luxury we couldn't have last year because the candles would always sag in the summer heat when the car was closed up and people would light them, too. But, this year we have an especially beautiful set of candles in the Peary; they are the lovely Del Mar Candles, made of 100% beeswax and hollow. They won't sag in the heat and since we've removed the wicks they won't be lighted, either! Be sure to take a good look at them when you're visiting the exhibit. Thanks to Judy Knorr of the Knorr Beeswax Products (the manufacturer) for the donation of three dozen of these lovely candles. We have them in colors to match the changing seasons.

WE HAD ANOTHER PARTY for PSRMA workers. About forty five of the faithful met in our exhibit to see the movie "Executive Action" which had a lot of footage of our favorite Pullman. We also were able to sit around and visit with old friends or make new ones. Super thanks to Roy Pickering for the movie and to Wilma Steele, Adalaida Stanley and Kay Montgomery for help with the refreshments and other arrangements.

SPEAKING OF THE FAITHFUL, our February and March faithful staffers were:

B.V. Parks	George Parish	Geoffrey Spenceley	Bill Evans
Dave Slater	Dick Ruppert	Henrietta Kecskes	Rebecca Archer
Rita Cloud	Terry Danielson	Dave Anderson	Lillian Thomas
Bob DiGiorgio(3 times)	Kay Montgomery (2)	Bob Hussey	Queenie Spenceley
Herb Kehr	Barbara Hopkey	Shirley Cook	Al Vartanian
Al Morse (2)	Judy Parker	Jill Clarke	Harlan Hatz
Rae Gay	Frank Kearney (2)	Ray Archer (2)	Trevor Clarke
Linda DiGiorgio (2)	Jan Covington	Elmer Hopkey	Max Miller
John Pffingsten	Don Pope (2)	Ann McVeagh (2)	Joe Reuter
Bill Schneider	Bill Niedrich	Gene Wegener	Helen Reuter
James Schmitt	Doris Dean	Don Covington	Chuck Gannon
Charles Wade	Joseph Smith	L.W. Beasley	Jo Gannon

PSRMA's 1st South American Rail Tour

Part III

by Ann Mc Veagh

We arrived in La Paz, Bolivia in the early evening by bus and were greeted by the hotel staff and a large sign that proclaimed "Welcome, Pacific Southwest Railroad Museum Tour". Bolivians are friendly and helpful and La Paz is a gorgeous city, built down the sides of a deep gorge. It is the highest capital city in the world at 12,500 feet, and you know it is not San Diego when you rush up one of the hills. It has a fascinating Indian market with more good shopping and is well known for its silver and woven goods. We took a car trip out to the ruins of Tiahuanaco, some of the oldest in South America.

Our tour officially ended here, with some coming home, but others stayed on and took the train to Arica, Chile, a wonderfully interesting trip across the Atacama desert to the coast; others chose to go down to Coroico in the Amazon basin. We flew out of La Paz, the highest airport in the world at 13,000 feet with its three mile runway, a good way to end the trip with yet another superlative. Good trip.

The group took all sorts of pictures with all sorts of cameras, and if you would like to see all of this for yourself and take your own pictures, we will have another trip going out on September 30, 1982. Future articles will cover other aspects of the trip and the technical details for the rail buffs.

Public benefit committee formed

by Bob DiGiorgio

As we gained experience with the Embarcadero Exhibit over the past few years, with the recent opening of the La Mesa Depot Museum, and with the Campo Museum finally under construction, a number of members have become concerned about the need for giving adequate attention to the area of public benefit. A new committee has been formed to address this need and to begin the process of developing a new department to become a major part of PSRMA's future structure.

Public benefit concerns the educational activities of the museum. Some of the immediate needs identified by the committee are: 1. Training docents (tour guides, exhibit hosts, etc.), 2. Designing and building displays for the Embarcadero, La Mesa, and for portable use at special events, 3. Developing a speakers' bureau to provide speakers for public events, 4. Developing the PSRMA Library into a useful reference library, 5. Liaison and cooperation with schools, 6. Developing awareness of opportunities to promote PSRMA and railroading at outside events.

Members of the committee are: Mike Retz, Chairman (466-8808); Eric Sanders, La Mesa Depot (469-1288); Bob and Linda DiGiorgio, Embarcadero (283-3066); Chalmers Kerr, Library (291-4787); and Wilma Steele, Education (444-4349). This is a steering committee with the purpose of setting goals and directions for a future permanent public benefit committee.

We invite input and participation from other members of PSRMA who share our concern that the educational aspects of our museum are properly developed. Please contact any of the committee members with your ideas or opinions.

3751 Progress

by Brenda Bailey

The restoration of this big 4-8-4, a project of the San Bernardino Railroad Historical Society, is rolling along quite well. They have started to receive some donations, and a Southern Pacific employee recently donated \$1,000.00 to help it along. His name is Dale Wyant, and he says, "I want to see the engine run"! PSRMA members Bob Kittel, ex-#4449 fireman, welder Jim Morris and S.P. engineer Ron Kinum have pitched in to help with the work these last few months. The hard work continues, and the entire boiler surface is visible for the inspections. Contrary to what you may have heard, the #3751 has not yet been steamed up. What has happened was that the soot was being blown out of the flues and a spectacle was created giving the illusion that the locomotive had been fired up. Someday, it will be fired up, and we all look forward to that day.

The engine is still in Viaduct Park, by the San Bernardino Depot, and about thirty volunteers are working on the engine. Scheduled work weekends are: May 1, May 15-16, May 29-30, June 5-6, June 19-20, July 3-4, and July 17-18. Additional information can be obtained from Larry Wines, Project Coordinator, SBRHS, 43732 Beech Ave., Lancaster, CA 93534.

(editor's note: Larry Wines, Project Coordinator for the restoration of #3751, was down for the opening of our La Mesa Depot along with several of his crew and officers of the San Bernardino Railway Historical Society. This is an enthusiastic, experienced bunch, taking on a big project. They impressed the PSRMA hardcore as being quite capable of returning the big Santa Fe Northern to the high iron, and they have our whole-hearted support!)

RAILFAN PATROL NEWS

by Dr. Mark Cramer

The Railfan Patrol is still receiving encouragement for our efforts locally by the Santa Fe Special Agents. It had been somewhat quiet on the vandal scene due to the cool and rainy weather, however, with the coming of our justly famous springtime weather, we must again gear up for the inevitable unthinking carelessness or deliberate attempts at vandalism of some people on the railroad right-of-way.

Now is a good time to review our Railfan Patrol Rules and Regulations on safety. The commercial carriers have regular safety programs for their employees and there are good reasons for them doing so, as every safety rule, it is said, is written in blood. We should spend at least as much of our own time and effort to assure our own safety.

Amtrak is quiet and fast, and so are a lot of freights! It amazes me how many people like to walk and jog on rough railroad ties (some with radios on), and never keep an eye out for trains. The "Golden Rule" for the right-of-way is "Watch out for trains...a train can come at any time, any direction, and on any track".

Failure to pay heed to that one rule has cost many hundreds of lives. I have just finished reviewing 270 F.R.A. cases of railroad fatalities in one year, and 80% were due to not seeing or hearing an approaching train or freight car. I can personally attest that trains run very quiet, especially when approaching you (E.P.A. noise suppression rules) and they run fast, especially here in the West. The joggers with radios on and careless hikers don't have much other than luck to save them. Perhaps the public needs more basic survival education and we can start it by being good examples ourselves. I like to think that Railfan Patrollers represent what is best in being a railfan. It took time to gain the respect of the railroaders and it can only add to our repute by continuing to behave responsibly. So dig into your R.P. rules and regulations once again, and THINK SAFETY!

Meanwhile, let's all welcome the following new members to our ranks: John and Eric Gates, Rocky Rotkewicz, Ralph Lazear, Robert Kern, Geoffrey Shepherd and Harlan Hatz.

104 AND 050

John Baldwin and Tom Sefton have each pledged 5,000 bucks toward moving the SD&AE 2-8-0 and the wooden Pullman private car to Campo. This is about half of the estimated cost of the move by truck from the fairgrounds to our museum site. We need some good fund raising ideas in order to match these pledges. We need to get these antiques under cover soon!

James H. F. Collins, Life Member No. 12, has started the restoration fund for Mr. Spreckels' private car with a \$100 donation. All members can help fund this project by securing a seat on the La Mesa Cannonball special train, our number one fund raiser for this month.

REPORT is the official publication of the Pacific Southwest Railway Museum Association of San Diego. EDITOR: Larry L. Rose; TYPIST (and flak catcher): Tanya Rose; CIRCULATION see above. Published every other month (or so) by the association. PSRMA is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel and history.

MEMBERSHIP NEWS

by Tanya Rose

I am so delighted to see the support which comes to PSRMA each month. Among these good folks I have listed who are boosting our efforts, I'd like to single out Grant R. Beals of the Grossmont Optical Co., who renewed his membership by becoming Life Member #15! Also of significance is the addition to our ranks of another professional rail-roader, Southern Pacific engineer Ron Kinum, an ardent supporter of the ATSF #3751 project in San Berdo. Ron typifies the PSRMA attitude....cooperation with other rail groups brings benefit to all concerned. (By the way, if the T. Rose "Seal of Approval" means anything to you, I urge your support of the #3751 project. They are a classy, knowledgeable group, and with what I can see happening, I feel this engine will be alive and snorting as soon as it can possibly be done. I know we all wish them the very best!)

REGULAR MEMBERS

Frank D. Andrews	Gordon E. Mc Nary	Jack A. Bennett	Dorothy Lee Taylor
Shirley M. Chisholm	Barbara M. Simpson	Doug Langbein	Dr. Helen Paulus
Wayne E. Davis	Mrs. Lola G. Vance	Louise I. Pritchard	Alfred M. Bispo
Agnes Evans	Jack Waxler	Boies Whitcomb	Christiana Mathewson
Althea Gardner	T. Duff Joseph	Lino Oliveri	Donald M. Petersen
Douglas P. Graham	Lee Louis	Frances B. Weller	R. B. Zinser
J. Harnan	Thomas R. Mc Daniel	Dr. Frank B. Wisner	Frank Zuniga
Phyliss Joslin	Lalitha Nayagam	Dr. Frederic C. Hargrave	
Richard A. Loomis	Richard R. Reynolds	G. W. Fackler	
Landon W. Markwith	Ida L. Callaway	Hallie M. Holmes	

CONTRIBUTING MEMBER---Ronald W. Kinum

LIFE MEMBER #15---Grant R. Beals

FAMILY MEMBERS

Cameron & Dee Crane	Barbara & Robert Goodell
Sal, Dorothy, Donna, Susan & Michael Randazzo	Hal & Wynima Johnson
Gene, Dolores & Christina Sullenberger	Bob, Kathie & Hans Kittel
Will & Mary Roberts	Mitchell, Susan, Lisa & Marc Rappaport
Dorothy & Michael Knittle	Lois & Karen Reynolds
Lyle, Dorothy & Kimberly Cotton	John, Anne, Laurie, Jennifer & Ian Rogers
Frank & Mary Mazur	Dan, Linda & Brian Rowland
John & Manuela Trujillo & Ernesto Betancourt	Clark Waite & Eileen J. Reid
Jim, Suzanne, Carrie & Elizabeth Bloxham	Dale, Lorraine, Marty, Jill, David, Todd
Dr. Sidney L, Sally F., Michael, Peggy,	& Felicia Rouse
Douglas, Ted & Sara Saltzstein	

Remember! I still appreciate prior notice if you are going to move. Please send your change of address to: Director of Personnel Tanya Rose, 4924 Wood St., La Mesa CA 92041.



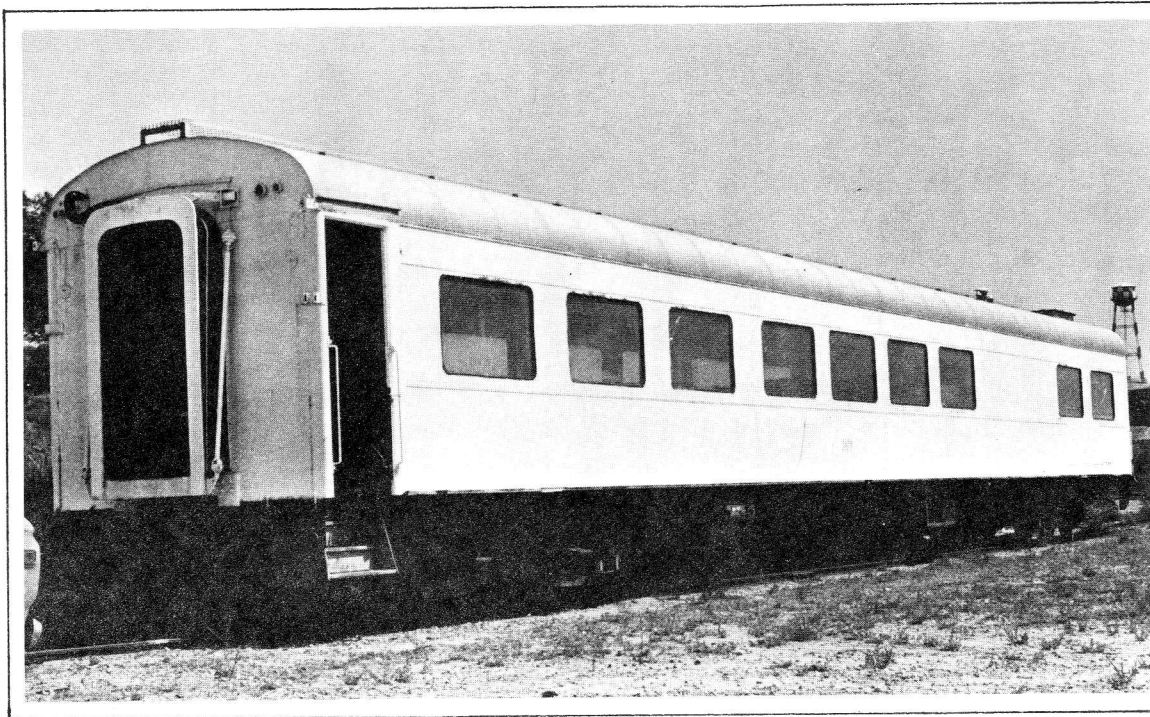
Dear Larry and Tanya,

FAN MAIL

A lot of work goes on by people behind the scenes to make our museum a success. Collating flyers, stapling, getting the address labels, putting them on flyers, zip coding and taking them to the post office to be mailed, arranging for the sale of lemonade at our La Mesa Depot opening, cleaning the cars, etc., etc. I'd like to give a special thanks to one who has put in so many behind the scene hours...Wilma Steele!

Sincerely,
Adalaida M. Stanley

TWO MORE PASSENGER CARS ACQUIRED



This is one of two nearly identical military passenger cars recently acquired by PSRMA. Larry Rose took this picture last year at the U.S. Naval Weapons Station, Fallbrook, California. Bill Niedrich has pursued and acquired the cars that came up on a surplus list almost two years ago. The process of getting title took a year to become official. The large window cars are equipped with roller bear-

ings on their heavyweight trucks and have tite-lock couplers. The cars also have recently installed air conditioning equipment, making them perfect Campo excursion cars, a big reason the board decided to try for them. Their history is unknown except for their use at Fallbrook for military V.I.P. facility tours. The cars were greased last year by Larry Rose and Ken Helm and have recently been painted by the Fallbrook railway maintenance staff.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

4695 NEBO DRIVE LA MESA, CA. 92041

Non-Profit Org.
U.S. POSTAGE

PAID
La Mesa, CA
Permit No. 205



Return Postage Guaranteed
Address Correction Requested

Postmaster: Dated material, please do not delay

PSRMA ACTIVITIES CALENDAR

WHATS HAPPENING

May 11.....Board of Directors meeting	June 12-13.....Campo!
" 15-16.....La Mesa equipment restoration	" 19-20.....La Mesa
" 22Campo!	" 26-27.....Campo!
" 23..... <u>LA MESA CANNONBALL RUN!</u>	July 3-4-5.....La Mesa
" 29,30,31.....La Mesa	" 9.....Campo Planning Comm.
" 29-30.....Hearst Castle Excursion	" 10-11.....Campo!
June 5-6.....La Mesa	" 13.....B.O.D. meeting
" 8.....Board of Directors meeting	" 17-18.....La Mesa
" 11.....Campo Planning Committee	" 24-25.....Campo!

EXCURSIONISTS! For long range planning, mark September 4th through September 16th on your calendar if you don't want to miss STEAM IN ALASKA on the White Pass & Yukon narrow gauge Ry!

All members are invited to attend the monthly Board of Directors meetings where most association policy decisions are made. They are held on the dates listed above at 7:30 p.m. each month in the Trust Room of the San Diego Trust & Savings Building, 6th and Broadway, San Diego (enter building from the Broadway side).

BE A PSRMA "CLIPPER"

Ray Lethbridge invites you to be a PSRMA "Clipper" and send along articles found in newspapers or magazines concerning our museum, the San Diego Trolley, AT&SF, SD&AE, and other stories of local or general railroad interest. This collection is meant to be a source for research. Send articles which include the folio (the print which includes the date, page number and name of source) to: Ray Lethbridge, 3918 Casita Way, San Diego CA 92115. Call Ray at 286-8593 for more detailed information.

EMBARCADERO

Call Bob and Linda DiGiorgio at 283-3066 and volunteer for an interesting afternoon staffing aboard the #1509 and the Robert Peary.

LA MESA DEPOT

Call "Trig" Stanley at 444-1648 or Wilma Steele at 444-4349 and get involved in hosting at our own restored train station. (If there's no answer, call Eric Sanders: 469-1288)

RESTORATION

The caboose is the current hot project in La Mesa and there are other projects in need of volunteers. Call Larry Rose at 714-469-3064 or Norm Hill at 714-551-4351. (If there is no answer at either place, call Ken Helm at 714-729-0693.)

CAMPO

Get involved in PSRMA's ultimate project, a permanent home for the iron horse, only forty three miles from La Mesa. Call Harry Doering at 465-7261 or Larry Rose at 469-3064.

IMPORTANT PHONE NUMBERS

LA MESA DEPOT.....465-8444	OFFICIAL MUSEUM PHONE.....697-0304
CAMPO SITE.....478-9937	PRESIDENT, Jim Lundquist.....265-7869
MASTER MECHANIC, Ken Helm.....729-0693	EXCURSIONS, Ann McVeagh.....714-444-3808
RAILFAN PATROL, Mark Cramer.....453-0407	(or write to Ann at: 1691 Lisbon Lane, El
MEMBERSHIPS, Tanya Rose.....469-3064	Cajon, CA 92020).

LA MESA CANNONBALL MAY 23rd BE THERE!!