

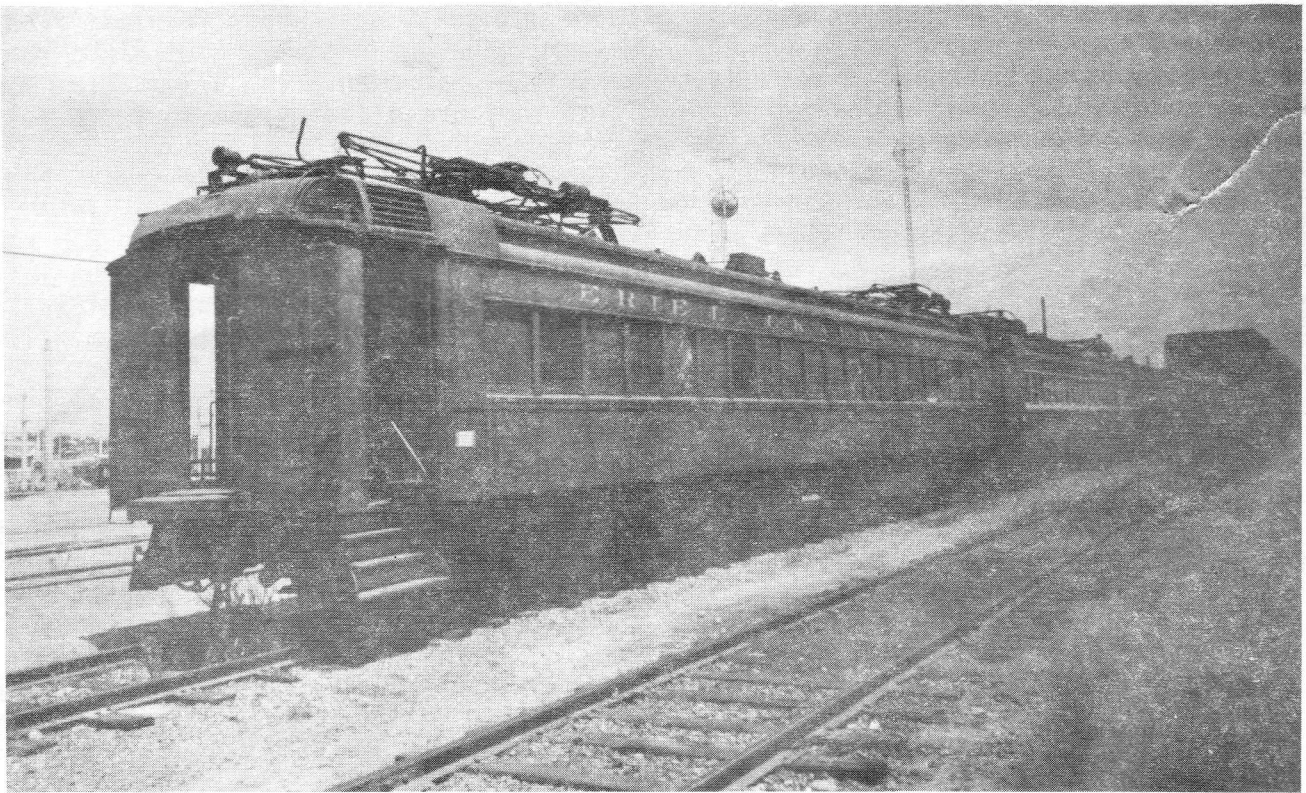


May-June '85

# REPORT

No. 198

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



## LACKAWANNA CARS IN SAN DIEGO!

Our six commuter coaches acquired from New Jersey Transit rolled into town last month after a rail journey of more than 3,500 miles. Conrail, Missouri Pacific/Union Pacific, Santa Fe and San Diego & Imperial Valley were the railroads involved in what was probably the longest free ride to benefit a railroad museum conducted in recent times.

The trip took two months with Union Pacific and subsidiary MoPac handling the lion's share of the mileage into Los Angeles after picking up the cars in St. Louis. The cars arrived in very good shape with minimal vandal damage which was quickly cleaned up by our volunteers. All the news of the completion of this major acquisition is featured in this issue of the museum poop sheet along with a great big thank you to the above named railroads for cooperating on this longest of long range museum equipment retrievals.

(L. Rose photo)

# DL&W COACHES ARRIVE

Our six Delaware, Lackawanna & Western commuter coaches are all safely in town and are stored inside the fence at the San Diego Trolley yard. As soon as they arrived, a work party was organized to clean up the bum trash and vandal debris that are inevitable in any passenger car that has travelled across country unattended. We got off very light considering their two month 3,500 mile journey. Only one car has slashed seats and they generally look quite presentable when vacuumed out and cleaned up.

Unfortunately, no one on the clean up crew kept a list of the members involved and the REPORT editor, strangely enough, was not there either, so some members involved in a super effort will get missed in this article. Sorry guys. After the initial clean up the pantographs were removed from some of the cars as work continued for several weeks to get the coaches ready for excursion service in Campo.

Mike Reading, Brian Valleau, Jim Hamill, and Jim Lundquist were involved in the pantograph removal. We contacted the two traction oriented railway museums in California to see if they were interested in any of the parts not needed in our operation. The Orange Empire Railway Museum didn't need anything, but the Bay Area Electric Railroad Association showed up with a truck almost immediately to get the pantographs for their Western Railway Museum at Rio Vista. Jim Lundquist borrowed a forklift from the San Diego Trolley yard to load four pantographs on the BAERA truck. The BAERA runs a really fine operation only about forty miles west of Sacramento and all members are encouraged to go see what's happening next time they are visiting the northern half of the state.

Jim Hamill has been working during the week removing heating pipes under the seats as work continues to get the cars made ready for duty in our operating division. These durable commuter veterans will save us having to use our restored prized museum pieces in regular excursion service. This is why no effort is being made to preserve the Lackawanna cars in original condition although the cars will retain their original numbers and some of them will keep their Erie Lackawanna lettering. All of them will keep their traditional green paint.

Jack O'Lexey video taped some of the clean up action for posterity and also helped with the work. There is still a lot of extra weight on each car in underbody equipment that has yet to be removed and that is our crew's next objective. Painting is still a couple of months away.

John Ashman was featured in a front page article in the Daily Californian that included a picture of the cars. John, an ex-New Jerseyite, grew up around these cars and is very enthused about their arrival in San Diego. The newspaper gave a great plug to our planned excursion operation and their photo of John on the step on one of the historic DL&W veterans was first class.

Jim Hamill has assumed the roll of project coordinator due to the hospitalization of our ace New Jerseyite and hardcore DL&W buff Paul Bortell. Paul did a lot of work on the windows on several of the cars before entering the hospital for triple by-pass surgery. He is convalescing at home now and his friends in the museum wish him a speedy recovery. Meanwhile, members wanting to help refit these cars can contact Jim Hamill (619-277-2626) or Larry Rose (619-469-3064) or see them any Saturday to get on the work crew list.

## NEXT GENERAL MEETING SEPTEMBER 21st

The next general membership meeting will be held September 21st at the 10th Avenue Baptist Church in downtown San Diego. The church is located only ½ block south of Broadway at 930 10th Avenue. A film program is being developed by Roy Pickering including some rare circus train footage taken in the days of steam. The latest rail gossip is also a regular feature of these fun get-togethers. Mark it on your calendar.

### 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

Opinions expressed in unsigned articles are of the editorial staff; such opinions do not necessarily reflect the opinions of the PSRMA or its officers or directors. Opinions which are expressed in signed articles are those of the author only.



## 1809 PAINTED FOR PSRMA OPERATING DIVISION

The museum's excursion railroad has had its first piece of official equipment painted and lettered. The San Diego and Arizona Railway ended as a corporate entity in 1933 and never owned a diesel locomotive. When S.P. took control and added "Eastern" to the name of the road, they ran many diesels on the line with most of the early models painted black with silver and orange nose stripes and a red band along the running boards. A modified "Black Widow" scheme has been chosen for the museum excursion business to reflect this heritage as PSRMA resurrects a railroad too tough to die, the San Diego and Arizona Railway, "The Impossible Railroad".

The mechanical department troops ganged up on our ex-military MRS-1 engine with a tremendous body work and painting effort. Mike Reading did most of the painting after a prep blitz by Dan Robirds, Wayne Davis, Dave Slater, Ron Hyatt, John Gieffels, Jeff Arnett, Geoff Shepherd, Rene and Geoff Scheuerman, Al Barnier, Don Getz, Bill Palmer, and Larry Rose. The lettering was done by hand with Larry Rose doing the honors as usual.

This photo shows the front of the locomotive with the small letter "F" below the running board to indicate that this engine is designed to operate with the long hood forward. (L. Rose photo)

## LA MESA DEPOT STAFFERS

by Adalaida M. ("Trig") Stanley

Its not too soon to be thinking of La Mesa's gala Oktoberfest celebration and our participation in it. Our bake sale last year proved to be one of the most fun (and delicious!) aspects and new friends were made as we traded recipes while selling the goodies. Those of us who whipped up cookies and such would just love to get you involved and we'll be calling on you for your help. Won't you donate some homemade baked item such as bread, cookies or cake or think of sharing the task of selling them?

If you are a collector of "Cabbage Patch" dolls or know a little sweetheart who has one on her "wish list" then you'll be glad to know that we will be raffling off 2 (that's right, two), a little boy and girl. The boy is dressed in railroad overalls and the girl in a blue denim dress. The tickets are \$1.00 each or six chances for \$5.00. Winners need not be present as we will notify you by mail (if you're out of town members), or telephone. If you work where you might be able to sell some tickets let Margaret Barksdale (619-464-0061) or Trig (619-444-1648) know. Have tickets, will deliver!

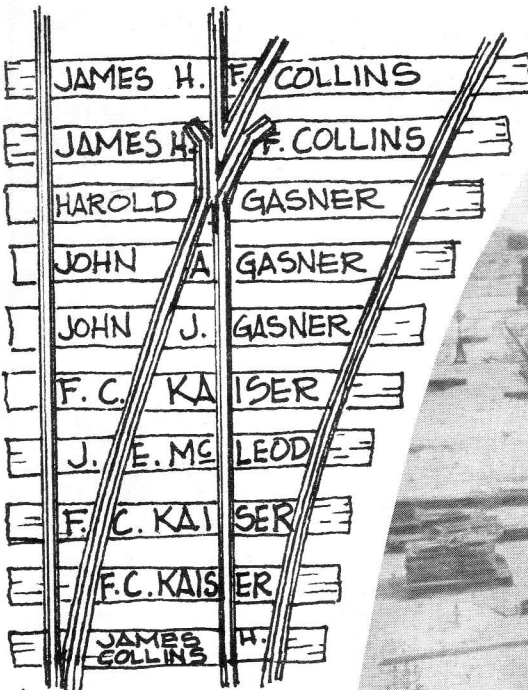
Our depot museum exhibit Robert Peary is looking sparkling clean thanks to the really hard working "dynamic duo" of Pearl Smith and Margaret Barksdale. Thanks, gals! Are there any others who would like to help this way?

My deep appreciation to these nice folks who staffed in June and July. Where would we be without our faithful staffers! Call me if you want to show off our double award winning depot; you never know who'll walk through the door so join us.

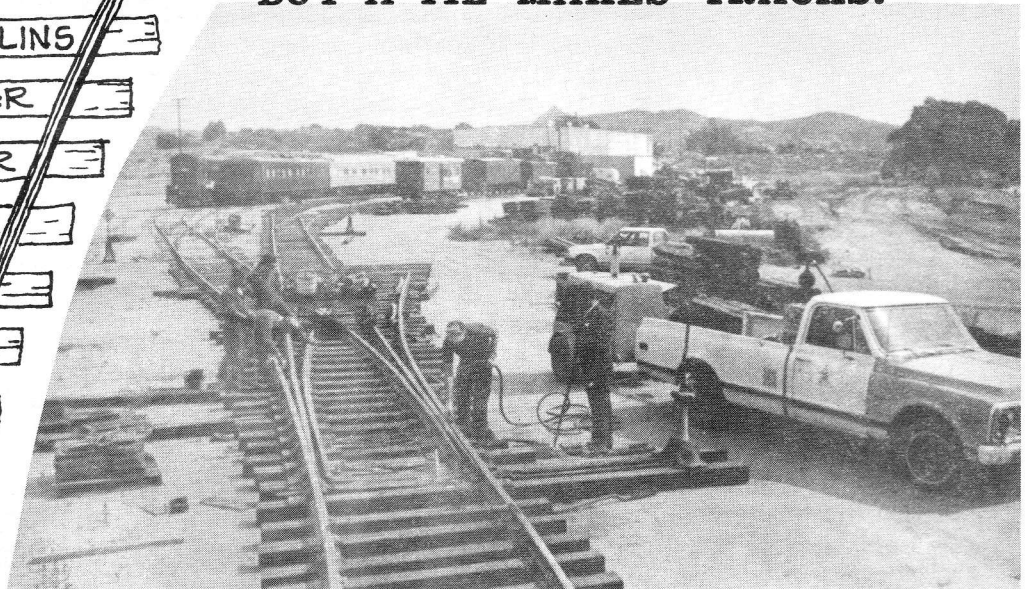
Ed Arbuckle	Dan Botkin	Margaret Barksdale (2)	*Marge Becker
Evelyn Early	Lyle Cotton	James Early	Jack Ebey (2)
Hal Gasner	*Margaret Collins (2)	Bob Hull	Arlen Hurt
Joe Laurent (2)	*Kay Kester	Max Miller	Bill Niedrich (2)
Don Pope (2)	Pearl Smith	Trig Stanley (3)	Vince Alesi
Dorothy Cotton	Russ Stockwell (2)	Scott Johnston	*Pat Kettler
Kay Stout	Al Ellis		(*La Mesa Historical Society)

Also hosted in June were Mrs. Herrick's 3rd and 4th graders from the Maryland Avenue School, two groups from the Early Learning Center and in July, 4 through 8 year olds from the La Mesa Methodist Church School.

My thanks to the staffers and to those who will be doing their bit for Oktoberfest, the 6th and 7th of October.



## BUY-A-TIE MAKES TRACKS!



Compare this photo with the one of the same area in the last REPORT and you will notice a lot more ties and rail in place at PSRM Campo. The people listed on this tie chart had a lot to do with it as they provide the funds to purchase the ties for this project. We are now pushing cars and locomotives through this rare three way switch with only the right hand leg left to activate. Switch No. 6 will be installed here next, splitting the right hand lead into two tracks to our future engine house. We are building the war chest for Switch No. 6 now. Please help if you can. Switch ties are \$14.00 a pop from our source (cheap!) Let's keep our track crew busy!

The crew in this photo by the REPORT editor are, from the left: Mike seed, Rene Scheuerman, Geoff Scheuerman, Jim Lundquist, and Mike ("Stogie") Panger. The "invisible crew" are on this tie chart and include the REPORT editor's grand daddy marking up a tie all the way from Kansas! The pick up truck shown was donated to the museum by Duane and Tony Leal and is used to haul the compressor and track tools in between trash hauling chores.

## MEMBERSHIP NEWS

by Tanya Rose

Three more names now grace the life membership plaque in the La Mesa Depot. These folks were already members and have upgraded at this crucial time in our development. Thank you to them and to these newest additions to the roster.

### LIFE MEMBERS

#41. Betty Joan Young                      #42. William V. Niedrich                      #43. C. Vernon Northrup

### CONTRIBUTING

Victor L. Smith

### LIFE PATRON

John W. Baxter

### SUPPORTING

M/M William W. Henderson

### REGULAR

Mike Bell	Harlan M. Richter	James P. Davis	Harold Howard
Joaquin Arnett	Oscar E. Knappe	Ed Lauer	Reed McDonald
James D. McLean	W. J. Lethbridge	Michael Lacey	Joseph Ashman
Pauline Ashman	Barton D. Buechner	Jake Murrell	Wendell J. Fay
Wesley E. Wilson	L. P. (Buck) Dikes	Julio W. Helm	Jessie M. Burrows
Edward F. Koshenski	Autumn Trondle	Karl Trondle	Bob Babcock
John W. Rice, II	Frank Galante	Robert E. MacGregor	Jack G. Walker
Douglas R. Mick	William B. Adams, Jr.	Steve L. Spreckelmeier	

### FAMILY

M/M James Mee	Carl & Fran Pfetzing	M/M Christopher Magallon
Len & Marilyn Berger	Robert & Mike Gales	Jerry, Sidney, Jeremy &
Betsy, Samantha, & Katey	Paul D., Robert L., Carol L.,	Chrystine Windle
Stanton & Lee Adams	& Richard L. Westover	Barb & Dick Davis
David & Ellen Coster	Robert, Gladys & Rebekah Wood	Walter, Sarah, Charlie, Aaron
John Fonville & Janet	Bud & Carol Sonka	& Patricia Fee
Fenner	Paul T., Hilary, & Shasta	Michael & Nancy Montoya
Richard & Dorothy McCarthy	Gaughen	

Here's a handy way to check when you come due to renew without having to go through your wallet or wait for a notice. Just check your address label. Above your name is a four digit number--the first part is the year, the second, the month. For example: 8504 equals 1985-April. I also want to remind you that "Address Correction Requested, Return Postage Guaranteed" no longer applies to our newsletter mailing. If you are planning to move soon be sure and notify me so you won't miss a single issue of REPORT. I'd appreciate it very much!

### **In Memoriam**

Dorothy Griner, long time member of PSRMA, passed away recently and we extend our sympathies to her family.

## **UNSUNG HEROES DEPARTMENT**

It takes an awful lot of work to get the museum newsletter written, typed, edited, pasted up, printed, colated, folded, stuffed in envelopes, labeled, sorted in zip code order, weighed, then hauled to the post office. The members that help Larry and Tanya Rose with this chore which often lasts far into the night, are rarely mentioned. The creation and distribution of 1500 copies of REPORT six times a year is an effort worthy of much applause. Many thanks to the following regular "graveyard shift" volunteers: Judy, Jenifer and Barney Barnier, Scott Thompson, Roy Pickering, Dale Prescott, Jim Hamill, Steve Norris, Harry Doering and Trig Stanley. David DiGiorgio and Bob Hussey help Tanya on the "day shift", which really helps lighten the load too.

## A LOOK BACK AT CAMPO 1945



Copy for this folder furnished by Public Relations Office,  
Mitchell Convalescent Hospital. Photos by U.S. Army  
Signal Corps photographer and by Photo School, MCH

This old Army photo shows what is now downtown Campo as it was in 1945 when the place was called Camp Lockett, a cavalry post and home of Mitchell Convalescent Hospital. The camp was established officially in June of 1941, although the area had been used for intermittent U.S. Cavalry bivouack since 1878. During World War II the camp was home to as many as 5,000 U.S. Army troops of the 10th, 11th, and 28th Cavalry Regiments. As the war heated up, Mitchell Hospital was created to take care of wounded G.I.'s.

The heavy chores were handled by 200 Italian prisoners of war who were housed in an unlocked stockade. None of them ever considered trying to escape. Their stone masonry work can still be seen throughout the area.

The central area of the photo shows the motor pool which is now the local baseball field. The buildings to the right of the motor pool area now house the Campo Fire Department and the County of San Diego Utilities Maintenance Yard. Don Taylor's East County Lumber Company is just behind the trees at the far right. Most of the buildings in the left foreground are now gone. The buildings in the rear now house the Rancho del Campo Youth Detention Facility. The SD&AE railroad is clearly shown in the foreground just as it looks today. Above that is the spur to the Camp Lockett supply warehouses which was taken out in 1946 soon after the camp was closed.

This photo, from an Army P.R. brochure, was provided by Al Rose of Modesto, who was stationed at Camp Lockett for several months in 1945 and '46. Al took many photos of a steam powered SD&AE at the time any many of them can be seen in Bob Hanft's book "San Diego and Arizona, The Impossible Railroad" now available at the museum book store.

The museum thanks Al Rose for this rare photo and also member Russ Kimball, who provided the historic information for the story behind the photo.

## PSRM CAMPO

There has been a sudden spurt of track work accomplished at the museum, some of which is pictured in the Buy-A-Tie article elsewhere and also includes the inspection pit in the car shop. We finally have rails across our twenty foot pit thanks to the work of Scott Thompson, Charles Alban and Larry Rose who installed everything as an after dinner night project. Scott even built steps down into the pit from each end following a design by Larry Rose. Engineering and staking was done by Russ Kimball.

The outside track work is moving along, also. Mike Panger adjusted the three-way switch stand. Jim Lundquist, Dick Diestel, Dick McIntyre, Jim Hamill, Mike Seed, Rene and Geoff Scheuerman, Larry Rose, and Geoff Shepherd have been the most regular "trackies" of late, concentrating on track three and switch #5 to track four (Caboose Row).

George Heflin has been busy staffing the car shop entry and running a small extension of our bookstore in the visitor center. Roy Pickering, Bill Niedrich, Dick Ruppert, and Ron Milot have also been showing visitors around the museum. Joe Hartman does this chore during the week and also helps out with weed removal. Don Getz was also a weeder at the museum for this reporting period.

Grading at the east end of our property has been started with help from our SeaBee Navy Reservists friends. Barney Barnier also helped with dozer work and Jack O'Lexey moved a lot of material out of the way with our all-terrain forklift. Mike Panger has been keeping batteries up on all equipment, thanks to a new heavy duty battery charger arranged for by Dale Prescott and Jim Enos.

Duane Leal has been watering our young trees planted along the fence and on "Rail Buff Bluff". Ed Duling has been working on water lines as have Barney Barnier, Larry Rose, and Scott Thompson. Some of the young trees are doing very well. Most of them, peppers and eucalyptus, are used to arid climates and are ideal for Campo's normally warm weather.

Larry and Tanya Rose and Ann McVeagh and Rita Cloud have been the hot lunch makers while regular chef Paul Bortell is laid up recovering from surgery. Much of the time the troops have had to fend for themselves or starve. Ann and Rita put on a super spread one week but we sure do miss Paul, our regular "hog slopper" and wish him a speedy recovery.

Scott Thompson has been going up to Campo early Friday evening all summer and has launched a major clean up program in the parts room as his Friday night project. He has done such a good job that Larry Rose now regularly complains that he can't find anything! Scott also built a new tool locker for the big wrenches in the mechanical department's quarters.

Many hands are still needed for a hundred projects, so don't be shy. Come on out and pitch in!

## "RUMOR CENTRAL" ESTABLISHED

The museum library phone has been fitted with a tape machine that will be updated weekly with the latest museum news by Jim Lundquist our Executive Director. The recording is available at (619)589-1208 24 hours a day and will be aimed specifically at squashing some of the more incredible rumors flying around PSRMA land. "No, the excursion director has not been jailed in Mexico." "No, the luxury liner Queen Mary will not be moved to Campo." Etc., etc. This phone is for current hot museum news only. To leave a message for a museum staffer you still need to call our regular number MY-PSRMA (696-7762).

# INDUSTRIAL ARCHEOLOGY

## (RESTORATION NEWS)

by Norm Hill

### SP 644

The progress on our 1917 caboose has been very good thanks to the following people: Norm Hill, Tom Travis, Bill Barbour, Steve Norris, Ted Kornweibel, Larry Rose, Robert Watrous, and Steve Oualline. All of the cupola windows are now installed. The side and end windows are all glazed. A lot of paint prep., sanding all the exterior wood, stripping all the old tar from the cupola flashing, and clean up was done. All the woodwork was then primed with three coats. Finally, the whole outside of the car, walls, cupola, platforms, trucks and undergear was painted S.P. caboose red. This makes our fourth S.P. caboose to be painted on the outside in under a year. The following weekend saw the windows washed. We will really have fun someday riding in this car.

### SP 1351

Peter and Theresa Snell continue to work on this car. They carefully masked the car's sides, then painted the ends of the car and the ends of the bay window "Daylight Orange". Peter custom mixed the orange paint. More of the bathroom walls have been stripped and sanded. He stripped and continued to work on many of the caboose's interior parts, water coolers, towel dispensers, conductor's form holders, etc. Our restoration people are still amazed over the fantastic job he did on the old toilet. Peter and Theresa are super-dedicated people who drive all the way down from the Los Angeles area. They have outfitted themselves with a new paint rig and lots of restoration tools and supplies. The public, thanks to the Snells, will get to see and ride the only S.P. bay window caboose restored by any museum.

### KAISER STEEL 1905

One of our "newest" cabooses is beginning to be improved. Tom Travis, Tim Floersch, and Charlie Clark, all scrubbed and washed the car's outside. Under years of desert grime and dirt was a very red caboose. Many visitors who have seen the car think we painted it recently. Steve Norris, Bill Barbour, and Charles Alban cleaned and painted the truck frames and other undergear parts. Norm Hill found new door locks and had them keyed to the museum key.

Our restoration folks hope to repaint the roof and ends silver by the end of the year. The car will always be a tribute to Kaiser Steel and to the men who built, ran and maintained their desert railroad. If you would like to work on Southern California's last industrial caboose, come on out; there is still lots to do on the inside.

### ATSF 1413

Our first caboose acquisition has seen a lot of good attention recently, partly due to its being inside our car shop where it is a lot cooler. The car, after some very hard winters and summers, needed some sprucing up. Norm Hill, Bill Barbour, Tom Travis, Steve Norris and Tim Floersch all set about to recondition the car. We had some new people join us, which helped us paint prep the whole outside in two weekends. The following people really boosted our work: Scott Thompson, Jay Mee, Richard Diestel, George Diestel, Michelle Floersch (Tim Floersch's daughter, 11 years old and a super worker), Skip Carlisle, Charles Alban, Robert Ripple and Tanya Rose. All of our workers were very moved and impressed with 13 year old Robert Carlisle, who worked all day from his wheelchair or sitting in the dirt and mud cleaning the car's wheels and trucks. This man has so much guts...thank you, Robert, for showing us all something we need to see more often...pure spunk!

In two weekends the bad nail hole putty was removed and replaced. The car's outside walls, cupola, catwalk, ladders, window frames, doors and handrails were sanded smooth. Many holes, dents and scratches were puttied and sanded. The car's steps, platforms, underframe, trucks and wheels were washed clean. Larry Rose and Bill Barbour repainted the car caboose red.



## C & O 90751

Norm Hill, Tom Travis, and Tim Floersch washed the car outside and cleaned the windows. The car's interior was swept out, dusted, and floors mopped.

## ATSF 2286

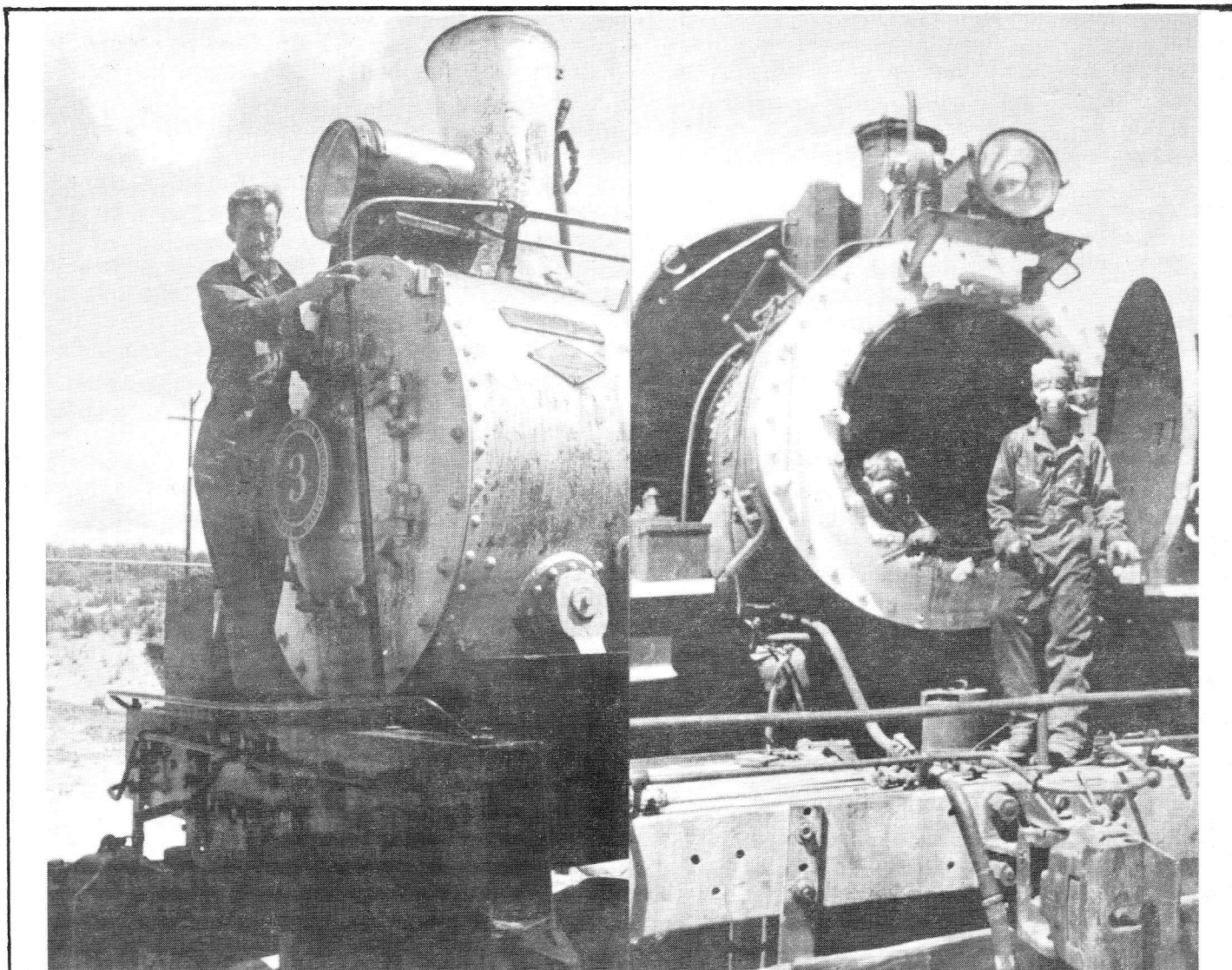
Tom Travis and Charlie Clark washed the car's exterior, and Geoff Shepherd removed all the paint from the windows.

## E.J. LAVINO 10

This engine got its first "bath" in quite sometime. Skip Carlisle, Robert and Earl Carlisle, Michele Floersch and Robert Ripple scrubbed this little tank engine that now resides in the car shop on track two, just inside the door.

## SPEEDERS & HANDCARS

Bob Nickles is nearly finished with his speeder trailer project. It needs only painting before installing the hardwood top. Steve Oualline repaired a cracked frame member on our vintage hand pumper. He fashioned a replacement piece of oak then fastened it to the frame with galvanized bolts. The hand pumper was honored as the first piece of museum equipment to ride the rails over the new inspection pit.



At left, new member Mike Seed was interrupted by the REPORT editor while scraping the smokebox of Shay #3. Mike completed a new coating of heat resistant silver paint before the day was out. At right, the two masked "coal miners" in the smokebox of Coos Bay Lumber #11, have just finished cleaning the flues, not the most fun job at PSRM. Brian Kurth is in the box, Chris Cooper is on the pilot. (Larry Rose photo)

# HONOR ROLL

Some major donations have been received again this reporting period that benefit several departments in the museum. The cash, equipment and service donations spotlighted in this column enrich all of us as members active in the various interest areas of this outfit and also the public who visit our museum at La Mesa and Campo. The donors are listed in the order received. Thank you all, for boosting your railroad museum!

TONY and DUANE LEAL of Chula Vista have donated a full sized 1971 Chevy pick-up truck that has been pressed into service as the museum trash and fuel truck at Campo. Special thanks to HARRY DOERING for getting it registered to PSRMA and getting it covered by our insurance.

HOWARD MAY of Ramona donated a fabulous collection of 455 railroad passes for the museum library. Many of these passes are pre-1900 from railroads long gone. All are in mint condition. 90% of the passes were issued before 1920, many from obscure, little known short lines, including several long dead lines in Southern California. Harry Doering has put many of the passes from local railroads on display already in a glass case at the La Mesa Depot.

MIKE RETZ of San Diego donated cash to our diesel fuel fund to keep our construction equipment rolling at Campo.

BONNIE MELICE of thb VICTORIA STATION RESTAURANT chain has donated an antique baggage wagon in very fine shape. We now have six of these wagons, all of them different! Dan Marnell was involved in this acquisition and Harry Doering hauled the wagon to the museum.

ELMER V. STAATS of Encinitas, a retired Santa Fe conductor, donated several of his old uniforms and hats and many railroad magazines.

CHARLES E. BROWN of Long Beach has also enriched our library with a donation of books, magazine and railroad technical manuals, many of which will find their way to our mechanical departments reference files at Campo.

GARY DUNN of San Gabriel has been cleaning house again and donated a dozen boxes of radio communications equipment, library material and other miscellaneous items of use around the railroad museum.

JIM BREMNER of San Diego donated a large stock of paper ideal for flyers, brochures and other things conjured up by the museum publications department.

WILLIAM V. NIEDRICH of San Diego, the newest member of the museum Board of Trustees, sent in a nice cash donation to the general fund.

PETER ROBBINS of RAIL PASSENGER SERVICES, INC. of Tucson, Arizona, donated six gallons of Dupont Imron paint in Union Pacific yellow that will be used to put our Fairbanks-Morse diesel locomotive back in its correct livery. This paint is known throughout the railroad industry as the top of the line coating for equipment of all types.

DR. DAN MARNELL of San Diego, another PSRMA Board of Trustees member, has again sponsored the BBC's "Great Railway Journeys" and "Great Little Railway Journeys" series on local public television. The museum logo and a plug for the museum appears before and after each episode which can be viewed in prime time on Channel 15 in the San Diego area.

DICK MC INTYRE, the PSRMA metal magician, has donated a brand new drafting machine for use in the museum engineering office that has been established on the second floor above the tool room in the car shop at PSRM Campo.

K. E. ANDERSON of San Diego, a retired Santa Fe hog head with steam experience, donated a nice cache of employees times tables and other paper memorabilia for our library in La Mesa.

JEFF AND JOAQUIN ARNETT of San Diego donated a new gas welding rig for the use of our mechanical department and restoration troops.

JOHN BINNS of Worthington, Ohio, donated a mail bag ground stand. This type of stand was used when grabbing the mail sack "on the fly" was standard practice in the great old days of the Railway Post Office service. John is a friend of Herb Kehr, PSRMA's Life Member #1, who is also a retired R.P.O. veteran.

FRANK GALANTE, a former railroader on the Erie, donated a large book on Erie locomotives for our library.

PAUL WASHBURN and the AGRICHEM CO. in Davis, California, donated the use of a high rail equipped spray rig truck for the big Dow Chemical Co. weed spraying donation reported in the last newsletter. This donation was vital in the completion of the \$30,000.00 Dow project to clear the SD&AE railway of weeds and is greatly appreciated by the museum.

LIEBHARDT, WESTON & ASSOCIATES, ARCHITECTS, AIA of San Diego donated a century note to the Hal Johnson Memorial Fund to restore SP caboose #644.

## GETTING INTO TRAINING

by Dick Ruppert

PSRMA's first course in Railroad Operation is now history. It is time to express thanks to all those who have given so much time to teaching and taking the course. About ninety different people attended classes at one time or another. Those who attended all four parts (steam, diesel, brakeman and conductor, and trainman) spent sixteen evenings in classes. The various training materials people prepared filled a notebook with over 200 pages of text and diagrams.

John Ashman led off the course with seven steam classes. He prepared over forty pages of text to supplement his discussions. Terry Durkin, Duane Leal, Ron Hyatt, and Bob DiGiorgio taught the brakeman and conductor classes. John Gieffels, Henry Lines, and Terry Durkin covered various aspects of diesel locomotive operations. For the trainman classes, Ron Milot taught serving the public ("with nice Bernaise sauce"), Dan Robirds and Brian Valleau covered first aid techniques.

One of the most interesting parts of the class covered history. Eric Sanders showed slides and narrated the history of the San Diego and Arizona Eastern Railroad. Russ Kimball researched the history of the Campo area and Dorcas Utter went over the main features of natural history in the vicinity. Larry Rose gave a presentation on the history of PSRMA. Nearly everyone agreed that the history sections of the classes will have to have more time in the course when it's next given.

For the "hands-on" training sessions for brakeman out at Campo, David and Bob DiGiorgio gave tours on the equipment. Ron Hyatt taught brakeman techniques, and John Gieffels and Henry Lines ran the locomotive during the sessions.

Some more special thanks need to be given. First, thanks should go to the various students who made anonymous donations to the training program; Geoffrey and Rene Scheuerman collected over \$350.00 towards the expenses for training materials, and others made donations towards fuel used in the training sessions. The DiGiorgio family and their museum gift shop "Everything Trains" helped with selling texts and taking orders for uniforms, and so on. During classes, many others offered helpful comments or suggested reading materials, and their contributions should be acknowledged as well. Finally, the staff of the San Diego Community College Centre City Continuing Education program have been extremely helpful in a number of important ways.

With the classroom part of the training program now over, the training program will shift to the excursion operation and the students will be crew-in-training. For this, the instructors will "look over the shoulders" of the students and guide them until they are ready to go on their own. Instructors will be Gaylen Dyreng and Terry Durkin, our member-engineers, and others already mentioned. Their cab crew, student firemen and engineers will be Barney "Al" Barnier, Gordon Buck, Paul Bush, Jim Lundquist, Bill Palmer, Dale Prescott, Geoffrey Scheuerman, Rene Scheuerman, Scott Thompson, and Brian Valleau.

Next year, we expect to have a course in the Fall that covers operation of the support equipment (trucks, loaders, forklifts, compressors, cranes, etc.) Vern Cook, who taught these things for years at SDG&E will instruct. The railroad operation classes will run again in the Spring. Suggestions? Call or write Dick Ruppert, 8236 La Jolla Shores Drive, La Jolla CA 92037, or phone (619) 459-2573.

## 1984 FINANCIAL DATA PUBLISHED

PSRMA 1984 Annual Reports are available. If you would like a copy, send your request to: Harry Doering, La Mesa Depot, 4695 Railroad Ave., La Mesa, CA 92041, or call him at 619-465-7261 (home) or 619-225-6273 (work).

# MECHANICAL DEPARTMENT NEWS

## Shay #3

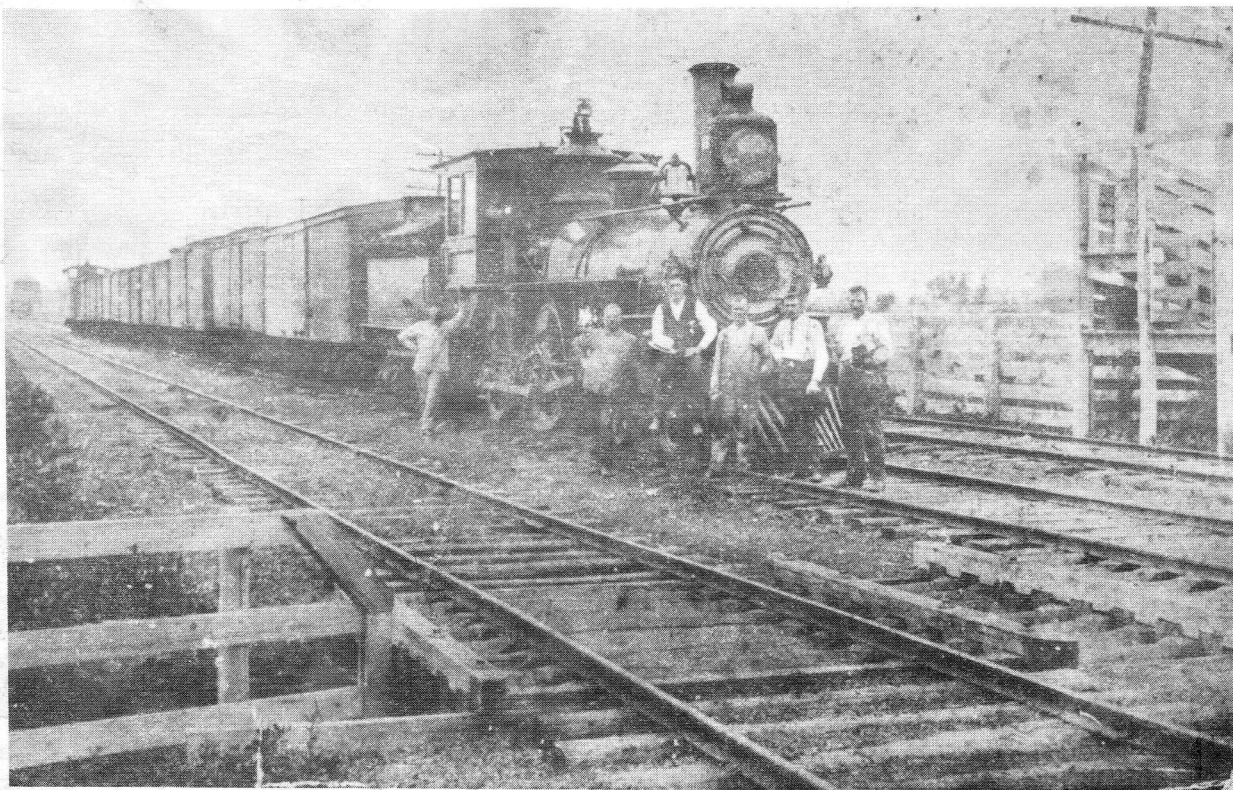
Brian Valleau has been pushing hard on the Shay work and has recruited a lot of experienced help. Steve Spreckelmeier, formerly with the #614 crew, and Wesley Wilson, a Navy boiler technician, have joined the museum steam troops working on this old side-winder. Bill Palmer has machined new brass cylinder rod guides after Wesley and Scott Thompson took everything apart to expose the problem. Mike Seed is also a regular on this crew with Brian Kurth and Chris Cooper part time assistants. John Ashman's fancy hardwood cab doors still are not painted black. Larry Rose has promised to do something about this when John is not looking.

## Coos Bay #11

Mike Seed replaced all of the cab floor boards on this 1929 AlCo product, cleaning out years of oily crud and dirt in the process. The crew is still waiting for fifteen new staybolts to get this engine back on line.

## Railroad Crane

Our self-propelled 40 ton crane was worked on by Ken Helm, Randy Gibson and Vern Cook to get it ready for work train service at Clover Flat. Batteries are kept up by Mike Panger, a specialist in such things. The crane is used all over the museum yard with a variety of rigging, most of which was built or scrounged by Dick McIntyre who is also a crane regular when not busy making rail transition bars for the track crew.



This photo was taken about 1895 somewhere in Ohio along the tracks of the New York, Chicago and Saint Louis Railroad, the old Nickel Plate Road. Joe Hartman, our museum caretaker, loaned us this photo which shows his father, engineer J. S. Hartman (center, in bibb overalls), with his crew in front of their 4-4-0 American with a drag of local freight.

Karen Prescott made the copy negative and print, working from Joe's sepia tone antique snapshot from the family album. Thanks, Joe and Karen, for sharing this rare glimpse of ninety years into the past.