

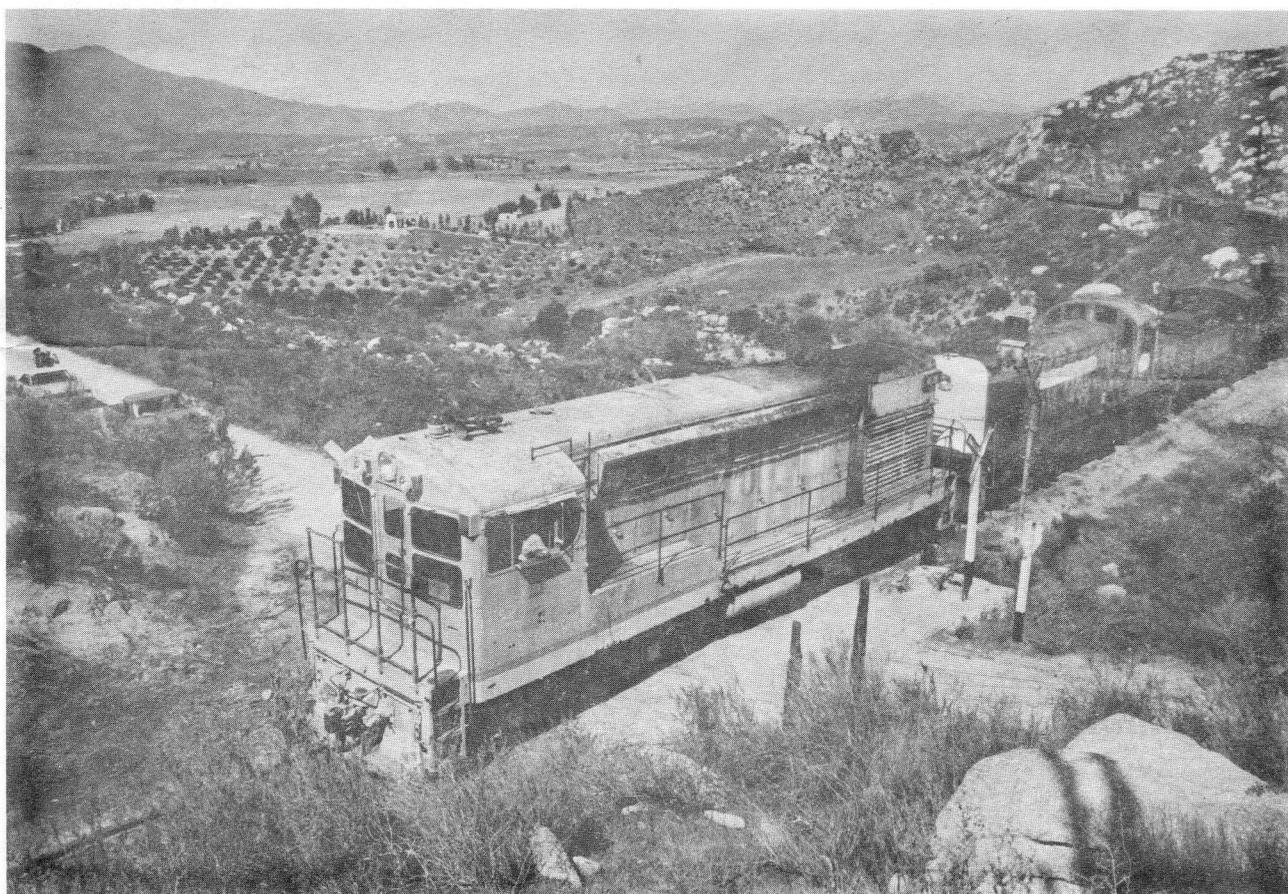


Jan.-Feb. '87

REPORT

No. 208

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



GREAT FREIGHT II FAIRBANKS-MORSE POWERED!

PSRMA's Fairbanks-Morse Model H20-44 locomotive hauled 1,460 tons of old engines and cars to their new home at the museum in Campo on Saturday, February 28th. The trip was almost routine compared with the wild adventure we had when we first tried this back in '83. The museum's F-M unit, one of only three of its type left in the world, performed beautifully on "Great Freight II", as did our volunteer crew. The story of this long awaited event is featured in this issue of the museum poop sheet. How sweet it was!

PSRM EXTRA 408 EAST

THE REST OF THE COLLECTION DELIVERED TO CAMPO

After months of preparation, planning and negotiations, "Great Freight II" went off in a rather routine fashion compared with the wild adventure that was Great Freight I back in 1983. Eighteen locos and cars were hauled up the hill to the museum back then, 9 miles by Shay power and 800 miles by tiny 45 tonner #7485 in ten round trips. This time, 120 tons of 1947 vintage opposed piston Fairbanks-Morse power hauled twenty pieces of equipment, including two other locomotives, all the way in a single trip. There are only three of the 2000 H.P. F-M model H20-44 locomotives in existence. Only ninety six were made and the very first one built is the hero of this story.

Ex-F-M demonstrator #2000, ex-Union Pacific #1366, ex-Southwestern Portland Cement #408 rolled up the 1.4% grade from Tiajuana to Campo at an average speed of about 10 miles per hour. The slow order was required because of California Western 2-6-6-2 #46 which was being towed backwards. It was felt that the trailing truck might pick the points of some of the rough switchwork along the route if moving too fast.

There were only two unscheduled stops on this, our second Mexican railroad adventure. Both were caused by a ground relay trip on the old cement plant veteran. Engineer **Ken Helm** reset and started the engine so quickly both times that most of the chasing photographers didn't know that anything had happened.

Unlike the first Great Freight, this move was chaperoned by the San Diego and Imperial Valley Railway. Vice President and General Manager **Dick Engle** rode in our 1926 Pullman business car ROBERT PEARY on the end of the train and had his ex-Santa Fe SW-9 #1229 trailing along behind just in case. About halfway up the steep and winding grade out of Redondo, Dick decided to have his engine couple to the train on the fly to help push. #1229 pushed all the way Campo, about half of the 50 mile long haul. The #1229 did not look out of place pushing on this strange train of cabooses, freight cars, heavyweight Pullmans and ex-Lackawanna electrics. The #1229 itself was painted and lettered by museum volunteers in 1985 as a favor to the short line.

The consist behind #408 had a circus train look, being made up of an odd assortment of elderly railroad equipment mostly collected by the museum since 1983. Here is the marching order behind the F-M diesel: AlCo RS-2 #907 built 1947, Baldwin 2-6-6-2 #46 built 1937, SD&A coach #251 (ex-DL&W #3581 Pullman 1930), ex-military heavyweight coach (history unknown), SD&A coach #252 (ex-DL&W #3583 Pullman 1930), SD&A coach #253 (ex-DL&W #3211 Pullman 1925), Pullman open section observation COMMANDANT built 1915, ATSF heavyweight buffet-library #1303, refrigerator car SFRD #21335, S.P. caboose #1061, Cotton Belt caboose #35, S.P. bay window caboose #1351, refrigerator car FGEX #56415, tank car GATX #65648, ex-Amtrak coach #5601 Budd built 1939, refrigerator car Pacific Fruit Express #300010, tank car SWPC #138, U.P. boxcar #498769, U.P. caboose #25247 and private heavyweight ROBERT PEARY bringing up the rear.

Several of our people were placed throughout the train to keep an eye and ear on things. **Dale Prescott** rode in the steam engine cab to monitor the many friction bearings of the old Baldwin logging veteran. **Harry Doering** was a few cars back in one of the coaches. **Norm Hill**, who did all the footwork for this move between PSRMA and SD&IV, rode in one of the mid-train cabooses (where else!) **Barney Barnier** was riding a few cars further back. **Craig Coney** was along to keep the radios working. Life Charter member **Eric Sanders** and video tape specialist **Roy Pickering** were in coach #5601. **Ann McVeagh** and **David DiGiorgio** were were on the ROBERT PEARY where lunch was served during a stop at the top of the Redondo grade to enjoy the view. The front end crew was: brakeman **Steve Norris**, fireman **John Pattison**, and engineer **Ken Helm**. Two officials of the Tiajuana and Tecate Railway and two non-member SD&IV employees on #1229 rounded out the riders.

During the lunch stop, the chase group who were responsible to run for parts or supplies should anything break down, heard the following over the radio: crackle-crackle "stopped" crackle "break" hiss-crackle "top of grade" crackle-hiss! This garbled message was taken to mean that the train was stopped with a breakdown of some kind near Horse Shoe Curve, a spot impossible to get to with a pick-up truck! The chase group of **Jim Lundquist**, **Harry Hurry**, **Larry Rose**, **Geoff Scheurman**, **Doug Harley**, and several others were very concerned, and several of them set off across a farmer's field to get to a hill top where radio reception might be better with Extra #408. Stopping the train in the most remote location on the railroad to enjoy the view was definitely not in the plan. Soon the "lunch break" part of the message was heard, along with "no problem" and everyone began to breathe easy again.

The train was soon underway again and stopped only once more before reaching Tecate to put out a small trackside fire, apparently started by a spark from the exhaust of #408. To the wonderment of all, a huge crowd was waiting for Great Freight II at the Tecate Depot. An estimated 3,000 people turned out to greet the first train in three and a half years. Officials of the Tiajuana & Tecate Railway (part of Nacionales de Mexico) presented PSRMA with a certificate of appreciation for attracting tourists to the mountain community and for helping to preserve the history of the railroad by resurrecting the San Diego and Arizona Railway. The speeches were made off the platform of our business car ROBERT PEARY. Museum trustees **Dan Marnell** and **Jack Stodelle** also made a few comments, including a promise of regular passenger trains to Tecate in the future. This drew a great round of applause from the folks assembled. SD&IV boss **Dick Engle** also promised freight service to the Tecate brewery, the town's main industry.

COVER PHOTO

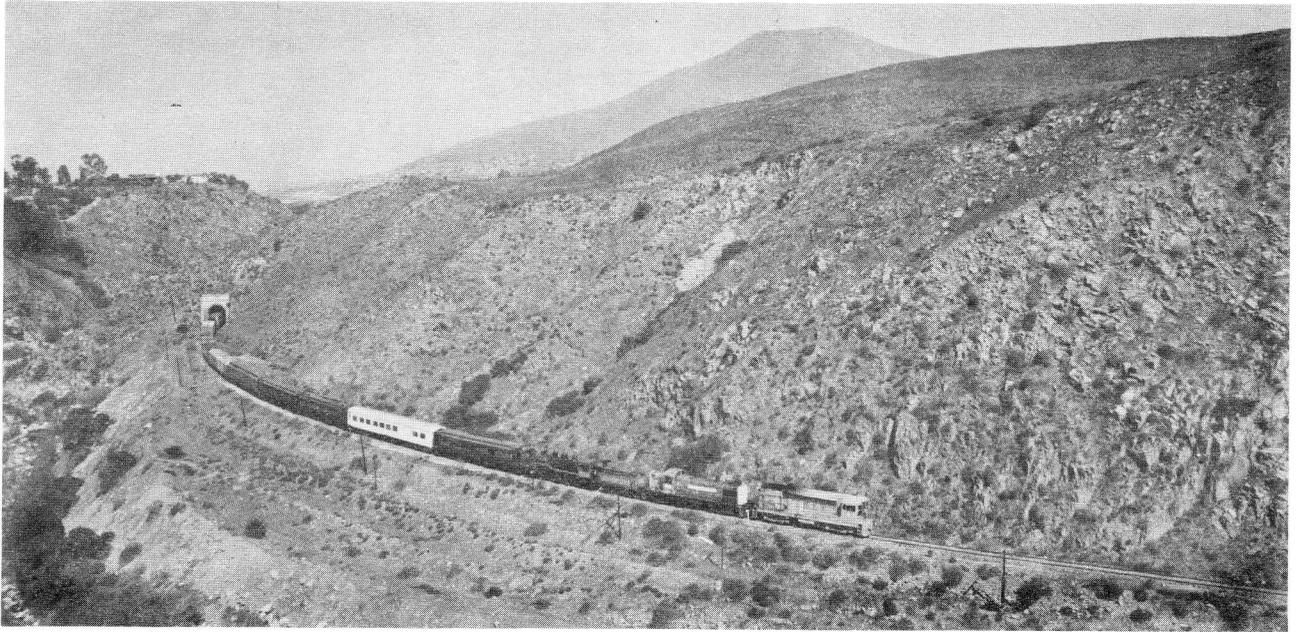
The Fairbanks-Morse locomotive shows clean exhaust in this view taken halfway up the grade out of Redondo Valley. The engine is rolling Great Freight II at a snappy 10 miles an hour toward the famous Horse Shoe Curve only a mile away. The deepest penetration into Mexico by the railroad in its 44 miles of twists and turns is 10 miles. Its still 24 miles to the border from here and 30 miles to Campo.

(L. Rose photo)

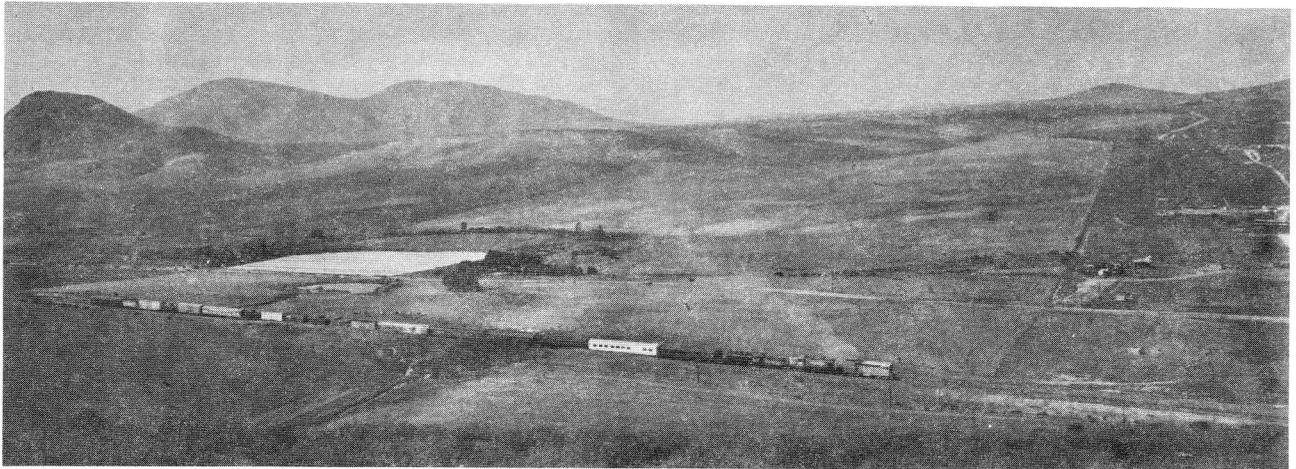
Report

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

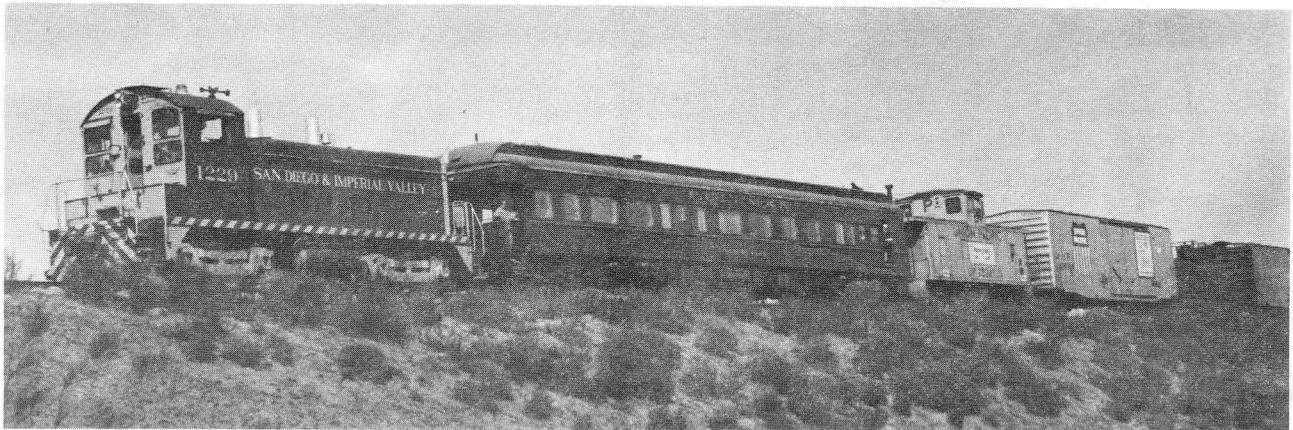
Individual \$20.00, Senior/Student \$10.00, Family \$25.00, Contributing \$35.00, Supporting \$50.00
Sustaining \$100.00, Corporate Business \$100.00, Life Membership (Individual) \$500.00 (Seniors over 65, \$300.00)



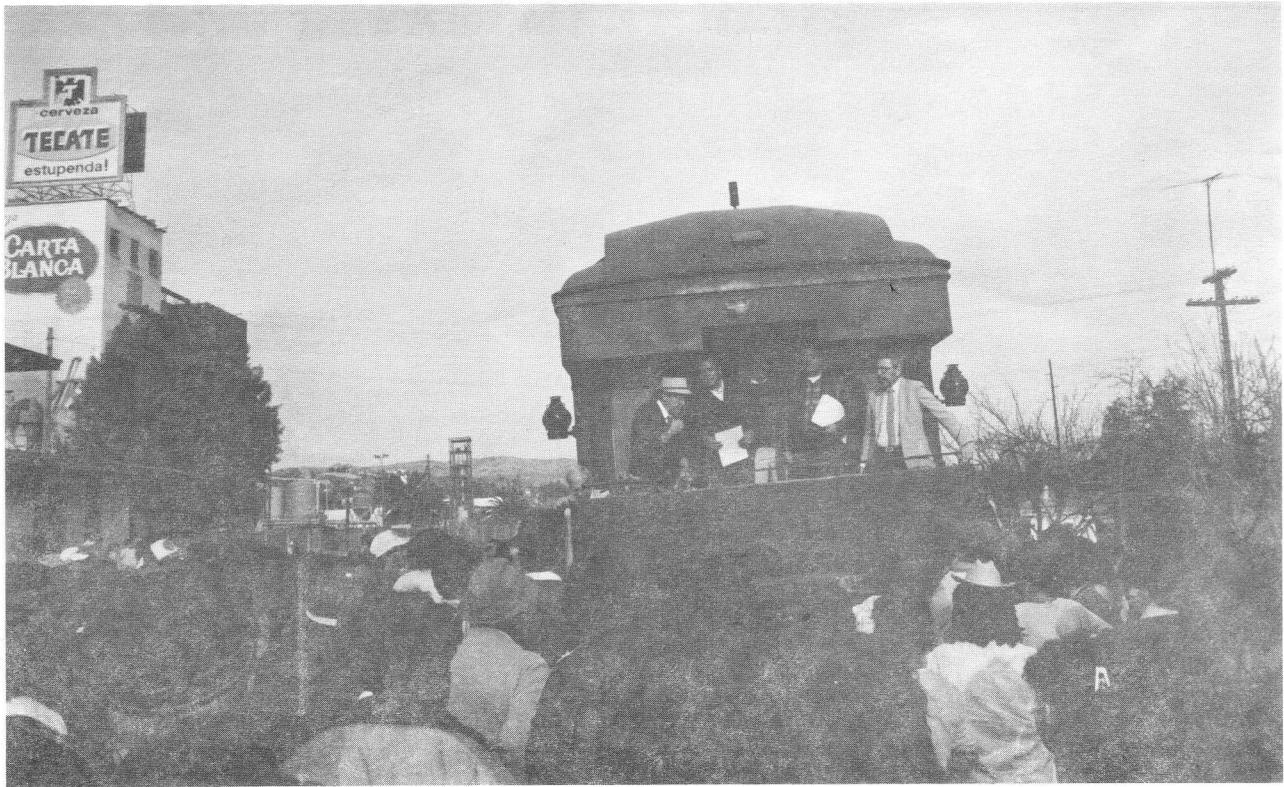
Great Freight II rolls out of tunnel No. 1 at Rodriguez Dam. Here the T&T Railway threads its way along a narrow canyon, crossing first the Tiajuana River and then San Ysidro Creek enroute **through** tunnel No. 2 to Matanuca and the Redondo Valley. (L. Rose photo)



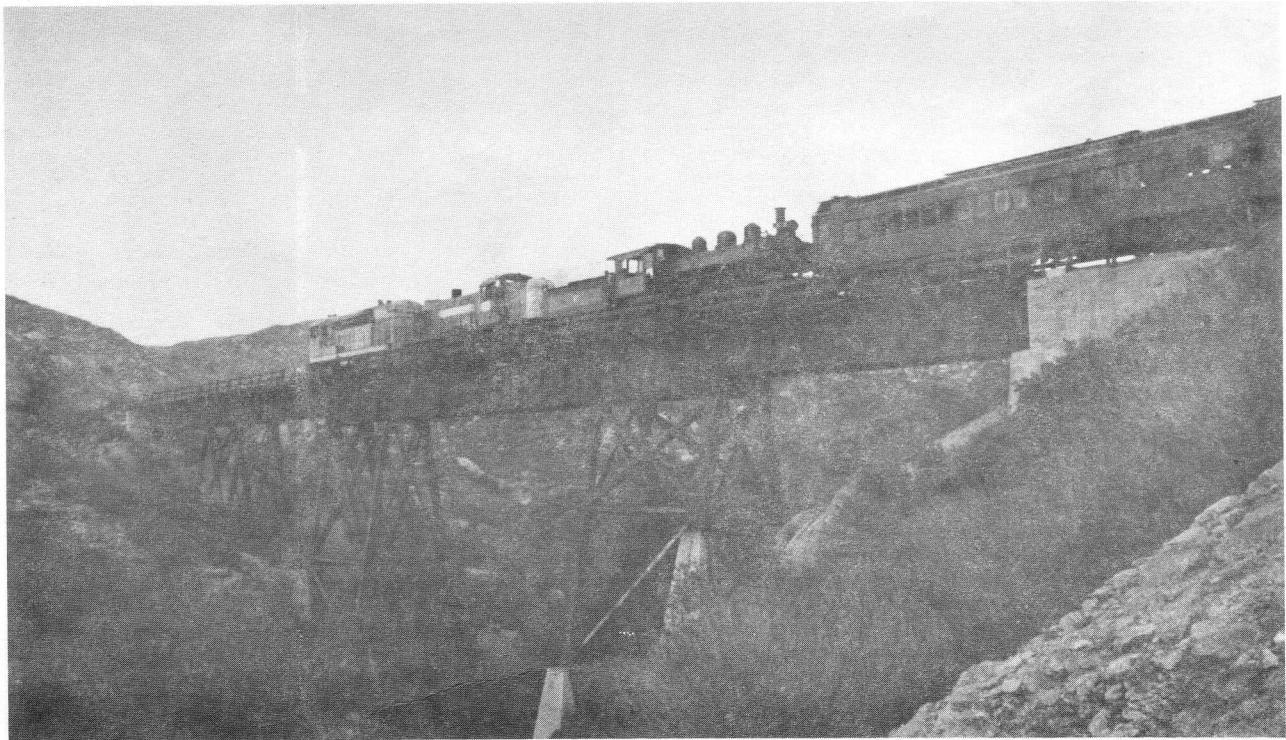
The full length of the museum train is shown here rolling on a long straight away down the middle of the rather barren Redondo Valley. (L. Rose photo)



This scene is at the top of the Redondo Grade and San Diego & Imperial Valley #1229 has been pushing behind the ROBERT PEARY since the halfway mark. (L. Rose photo)



SD&IV boss **Dick Engle** (left) and Board of Trustees member **Dan Marnell** (right) bracket a trio of Mexican railway and tourist department officials for some speech making on the platform of the ROBERT PEARY. The Tecate depot and brewery is at left. (L. Rose photo)



Great Freight II is back in the U.S., having just emerged from tunnel #4, the International Tunnel, and is rolling across the first bridge over Campo Creek near milepost #60. This steel span was built in 1915 and still wears its original factory lettering: "Llewellyn Iron Works". See REPORT #187 for photos of Great Freight I on this bridge. From here, its only six miles to the museum. (L. Rose photo)

By the time #408 got cranked up again and began moving slowly through the cheering throng, it was 4:00 p.m. and Campo was still twelve miles away. Meanwhile, the chasers with the radio, **Harry Hurry** and **Larry Rose**, were at the Tecate border check station to notify the U.S. customs agents that the museum train was on its way back into the U.S. Extra #408 eased into Campo at 5:40 and tied up in front of the depot amid more than a few backslaps and hoots of joy from members present, including the day's SD&A crew who had just finished putting our excursion train to bed. That's right, our excursion trains ran on schedule, Great Freight or no!!

The news media, despite the best efforts of **Tanya Rose**, mentioned this event only in passing and there was only a small article in the San Diego Union. Ho-hum. After all, this was the second time this bunch of week-end railroaders had operated a train of their antique equipment across the international border and had a high old time on a Mexican mountain railroad. Hardly news anymore, yawn.... Has **any** other railway museum outfit ever done anything like this anywhere in the world even once?!

The finale was dinner and spirits at one of the nicer watering holes in Pine Valley for all the PSRM regulars who could be rounded up. After hoping and praying all day that some obscure 1947 Fairbanks-Morse locomotive parts would hold together for one more run, a quiet celebration seemed in order. Well....not too quiet. Later that night, **Jim Lundquist** and his wife **Belinda** were seen dancing to the music of a raunchy hillbilly band!

The preparations for "Great Freight II", as you might expect, involved a lot of knuckle-busting wrenchwork and last minute details to see to in order to get our equipment mechanically fit and moved from La Mesa to the border. The first thing we had to do was chop down and remove all the weeds from our siding in La Mesa so everything could be worked on and switched out safely. **Norm Hill**, **Ken Faller**, **Jack O'Lexey**, **Harry Doering**, and **Craig Coney** took care of this chore with rakes, hoes and weed eaters.

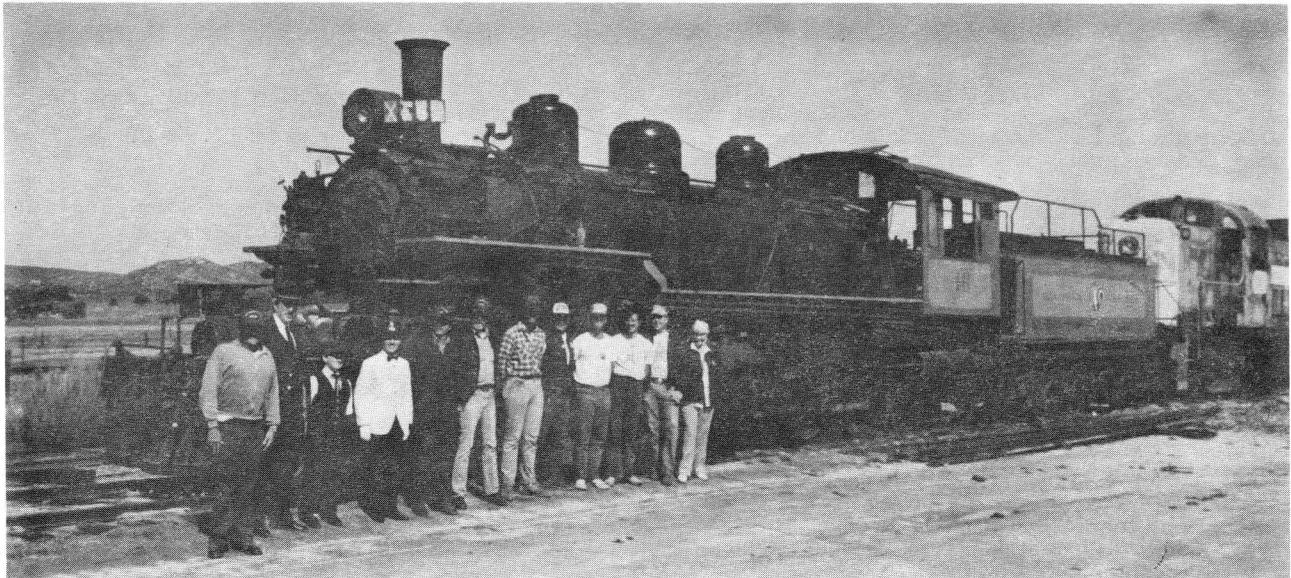
Boarding up caboose windows was done by **Ross Robinson** and **Larry Rose**. **Dick McIntyre** worked on brake rigging and running gear. **Norm Hill** and **Ken Helm** cleaned and repacked journals. **Norm**, **Bill Barbour**, **Bob** and **Dan Ehrhorn** cleaned out the bum trash from ATSF heavyweight #1303, including the last of the tacky restaurant furniture.

Norm Hill handled most of the many telephone calls to all of the players involved and lined up ATSF carman **Frank Chavez** to work alongside our people and certify the brakework. **Norm** worked almost daily with the SD&IV during the last few weeks before the move to make sure that everything the railroad required got done. Even with all this, **Norm** was the first to point out that the PSRMA member who made the biggest contribution to this edition of Great Freight was **Ken Helm**, our mechanical department superintendent. **Ken** took several days off from his regular job at the San Onofre nuclear power plant to work long hours and many three day weekends doing the lubrication and airbrake work to get three locomotives and seventeen cars ready for the road.

The cost of Great Freight II was within a few hundred bucks of the first Great Freight. Even though the circumstances were different, the logistics were similar to get the act onto the launching pad. The SD&IV did all of the in-town switching to make up Great Freight II, including the retrieval of the equipment out on the La Mesa branch and running the collection 15 miles over the trolley tracks in the middle of the night from San Diego to San Ysidro.

The SD&IV locomotive and crew was billed at \$167 an hour for 35 hours, including 10 hours for the trip up the hill to Campo. We were not charged for their return trip time. The services of Santa Fe carman **Frank Chavez** for inspection and brake work were only \$320. Miscellaneous expenses for engine sand, lube oil, grease, etc. came to only \$150. The grand total for the adventure was \$6,315.

So much for the expenses beyond our control. Now we can clearly see the value of the many hundreds of hours of time donated to this project by our dedicated volunteers. Thanks to all for a splendid effort and to our 1,839 dues paying members (March 1st count) who loyally support this kind of action.



The traditional victory photo had to wait till Sunday morning because of the late arrival of Great Freight at Campo. Engine #46, the AlCo RS-2 and the F-M loco were moved onto the museum grounds by the Saturday night switching crew to provide the backdrop for the wrap-up photo of a great weekend for PSRMA. All members within hollering distance were rounded up and assembled in front of the old Baldwin logging Mallet which had travelled more than 700 miles to get here. From left are: **Geoff Shepherd**, **Dave Slater**, **Ken Heflin**, **George Heflin IV**, **Geoff Scheuerman**, **Doug Mick**, **Craig Coney**, **Don Getz**, **Paul Westover**, **Randy Naves**, **Larry Rose** and **Tanya Rose**.
(Dan Robirds photo)

H. XII AYUNTAMIENTO CONSTITUCIONAL DE TECATE, B. C.

DEPARTAMENTO DE ACCION CIVICA, CULTURAL Y DEPORTIVA

Se Otorga el Presente

Diploma

A **F.F.C.C. San Diego - Arizona**

Por su contribución al desarrollo de la región a
su paso por Tecate

Tecate, B. C., a 28 de Febrero de 19 87

El Presidente Municipal

C. Jesús Méndez Fayas

Comité de Turismo y Convenciones

Presidente

C. Víctor Eduardo Peñalosa

El Jefe del Departamento de
Acción Cívica, Cultural y Deportiva
P.P.
Prof. F. Jesús Guzmán Cisneros



PRESIDENCIA MUNICIPAL

This is the certificate presented by officials of the Tiajuana & Tecate Railway and the City of Tecate, Baja California, Mexico. It honors the museum's SD&A Railway for preserving local railroad history and drawing tourists to the area. This presentation and the thousands of people who turned out to greet us in Tecate was the big surprise of Great Freight II.

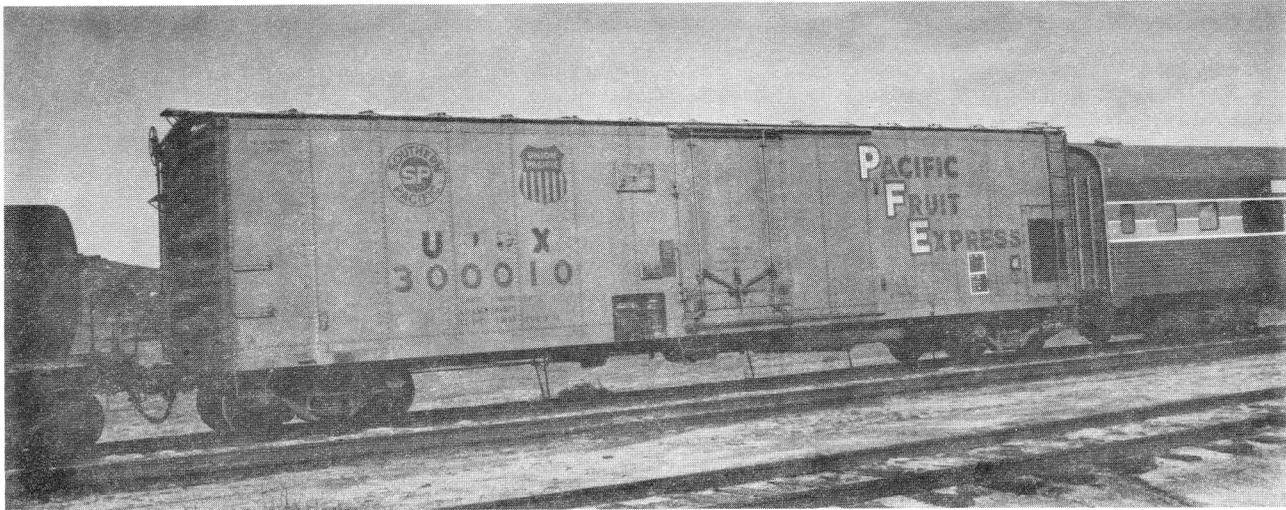
COPPER CANYON TRIP GROWS IN POPULARITY by Ann McVeagh

The Copper Canyon trips continue to draw capacity groups and there is a chance that we will start offering a third trip each year. And what groups! Our travellers are flexible, hardy, interesting people. It is always a delight to escort this trip. We feel that we offer the best tour going to the "Canon de Cobre". When you travel with us, you see it all! We take the trip twice a year at present, late April and mid-November. The weather is especially good at these times and great for touring and photography. The sky is a blue you never see in San Diego. Forested mountains, deep canyons and rushing rivers all make for a photographer's dream.

Then there are unexpected treats; a cab ride is not unknown, a Tarahumara Indian coming around a mountain road, a local festival or dance in the plaza. And, of course, there is shopping-- from buying Indian crafts on railway platforms to purchasing sophisticated volumes of anthropology at the mission store in Creel. The train ride? Oh, yes! You ride in a chartered Pullman with your own bedroom and bath, air-conditioned and comfortable. We can assure you that it will be one of the best train rides you've ever had. If you haven't been with us on this great adventure, we recommend it. Call Corrine Gallagher at 287-2417 for details.

FOR THE RECORD....

THANKS UP!



The Pacific Fruit Express mechanical refrigerator car and the U.P. boxcar are recent donations by the Union Pacific that had not been in a good place for a formal portrait until Great Freight happened. The PFE car had been on our La Mesa spur for a year in a deep cut next to a tall building. The boxcar arrived last month and kicked around in the SD&IV freight yard waiting for a spot on the train to Campo, so was also not photographed.

At last, these recent additions to the museum roster can be presented to the membership. The PFE car, complete with on-board diesel powered cooling equipment, is a super complement to our ATSF steel "Route of The Chief" ice reefer and our wooden Fruit Growers Express ice reefer.

The roof walk on the PFE car tells you something about its age (built 1953). The boxcar came along ten years later, after roof walks had been banned. The PFE car is 52 feet long and was one of the very first mechanical reefers built, being part of a lot of 25 cars numbered 300001-25. You will note that it still has friction bearings, while the boxcar has roller bearings typical of most freight cars these days.

Even though fairly modern looking, these two cars are already dinosaurs and will quickly become extinct as the nation's railroads handle more and more freight in containers and trailers on flatcars.

The two cars were a big hit at the museum. They are now objects of a fierce tug-of-war between several museum departments to see who gets to use them for storage. Thank you, Union Pacific (and Acquisitions Director **Roger Garrett**). These are two of the finest cars our various museum departments have ever fought over! (L. Rose photos)

THANK YOU DEPOT STAFFERS!

by Margaret Collins

Keep it up, staffers! You've been doing a great job, in spite of a few days of inclement weather when visitors were few. These Spring days will bring them out. Anyone else who wants to help, call me at 460-1242.

Julius Acevez
Margaret Barskdale

Dan Botkin (2)
Susan Brown (2)

JANUARY AND FEBRUARY DOCENTS

Margaret Collins
Dorothy Cotton (2)

Jack Ebey (2)
Hal Gasner

Joe Laurent
Russ Stockwell (2)

RESTORATION CREW NEEDS YOUR HELP

As the museum begins its second year of railway operations, it is very apparent that we have far too few cars for our very successful tourist business. We have, on some occasions, had to turn people away from riding our trains simply because we do not have enough passenger cars. This is a loss of good will and money! The museum needs to get some of our former Erie-Lackawanna cars ready at once.

The Restoration Department needs help from **you** to speed up our efforts. If we do not get at least ten more persons involved in converting these commuter coaches to excursion cars, we will only get one car presentable in 1987. The "Campo Days" annual shoot out and celebration is on May 16th. The PSRMA barbeque is on May 24th. Both events will produce turn-away crowds if we are not ready with more cars on line. There are **big bucks** to be made for the museum if we can get just a few more members involved in passenger car work.

We need help to complete the following tasks on SD&A coaches #251 and #252.

1. Wash the car's interior walls, ceiling, and scrub the seats.
2. Sand the car's sides. (We supply jitterbugs, sanding blocks, paper, ladders, etc.)
3. Needle gun the car's trucks, air tanks and other undergear.
4. Burn off old roof tar.
5. Patch and repair the roof as needed and mop on new roofing material.

An incentive program has been worked out to get more members interested in restoration. Special excursions into Carriso Gorge and into Mexico are in the planning stages and could even happen this year. These trips are sure to be sold out. How would you like to be guaranteed a seat at no cost? How about trading 200 hours of restoration work for a seat on the "Tecate Chief"? How about 300 hours for space on the "Carriso Cannonball"?!?

200 Hours is just one full weekend a month for a year. Add another 10 days of restoration work and you can see the most spectacular canyon in the west from the back platform of our cafe observation car! This is an easy goal, considering that our tiny band of regular workers routinely put in a thousand hours a year working on our railroad equipment.

Restoring a rail car is not easy and often it resembles "real work" more than it does weekend fun. If you have the "right stuff", are not afraid of getting dirty, and possess an attention span equal to the task, contact **Norm Hill** and get in on the action. Norm is the timekeeper and the whipcracker, but he is also the guy that leads the charge and is always the first into the trenches no matter how tough the project. Experience the pride of accomplishment with Norm and the boys and ride the car you helped restore all the way to Carriso Gorge! Call Norm at 442-6922 evenings and volunteer now!

HONOR ROLL

JIM & BELINDA LUNDQUIST saved the receipts from all their donations to be totaled up at tax time. Their cash out of pocket contributions to PSRMA for 1986 came to \$1,700!

LARRY & TANYA ROSE also hang on their receipts until year's end. Their 1986 gifts to PSRMA came to \$5,874.94!

ROSS & GEE GEE ROBINSON of Ottawa, **PETER DUNCAN**, **KENNETH HOLMES**, **THE KIWANIS CLUB OF EARLY RISERS**, and **WALLY SCHONSCHACK** have all contributed cash to the #2353 fund. This is the best steam locomotive we have ever acquired and the war chest for its overhaul is off to a great start.

C. HAROLD WADE, **JOHN NAVAS**, **C. F. RAMSTEDT**, and **MARIE PROULX** have sent in cash to the general fund, the last pocket we reach into for just about every odd expense that comes up.

GEOFF SHEPHERD's donation was to help offset the expenses of Great Freight II.

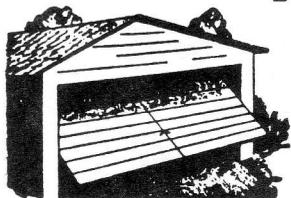
KEN FALLER donated to the restoration fund for S.P. caboose #644.

WALLY SCHONSCHACK and **LARRY ROSE** kicked in enough cash to get young **EARL CARLISLE** an air powered needle gun to speed up his work on SD&A steamer #104.

BARNEY BARNIER kicked in a C note for the facilities fund. Nothing like the department superintendent funding his own action!

BOB CLARK and **CHARLES** and **OLIVE KIDDER** donated books and technical manuals to the museum library.

This Issue of Report is Sponsored by:



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SAN DIEGO, CALIFORNIA 92113

Charles Alban, owner of this business and a regular worker at PSRM, Campo, is sponsoring this issue of the newsletter with a big cash donation. Charlie offers discounts to PSRMA members should anyone need an overhead door for his garage or whatever. Charlie built all the signs on our SD&A using wood donated through his business. His cash donation this time is the first ever expressly for our newsletter. What a great idea, Charlie!

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RAILFAN PATROL NEWS

by Dick Schleicher

RAILFANS DO MAKE A DIFFERENCE. The February, 1987 issue of CTC BOARD reports on the November shooting of a Union Pacific engineer in control of an eastbound freight in Feather River Canyon. The bullet, shot from a high powered rifle, shattered the window, then passed through the engineer's arm and lodged in his chest. The quick acting crew got the engineer to a Chico, California hospital in a timely manner.

A railroad photographer who had been following the train that day was able to lead police back to an area where he had seen two men shooting random targets. Based on the shell casings recovered and the partial description of the vehicle provided by the photographer, police were able to arrest the two men a couple of weeks later. The engineer quickly recovered from the injuries and is now back at work. It should be noted that this is the second such incident in this area in two years.

INCREASED AWARENESS. The Lenten season, ending with Easter in mid-April, heralds the start of the 1987 beach season. As Spring school vacation begins and warmer weather prevails, the number of incidents directed at passing Amtrak trains historically increases. A seemingly innocent rock thrown at an inviting moving target is too much of a temptation. In this case, however, that rock hurled at a speeding Amtrak passenger train or Santa Fe freight can be a deadly missile. Even more malicious acts, such as placing objects like logs, market baskets, etc., on the tracks, also increase. It is essential that we become more alert for signs of the above type of activity. Particular emphasis should be placed in the areas along the beach through Del Mar, Carlsbad, Oceanside, and San Clemente, and around Elvira, Miramar Summit, and the El Toro/Mission Viejo communities. All of the above activity takes on added meaning this year with the addition of an eighth "San Diegan" and the relatively exposed position of the engineer when the new push-pull type of operation commences.

DUMB! The March 13th issue of the San Diego Evening Tribune reported the arrest of a 23 and a 19 year old in connection with the wrecking of a San Diego Trolley. They allegedly piled grapefruit-sized rocks on the tracks "basically to see what it would do to the trolley". The northbound trolley, travelling between 40 and 50 mph, crashed into the rocks just south of the Eighth Street station in National City. The trolley operator and a passenger sustained minor back injuries and the accident caused about \$35,000 damage to the trolley's undercarriage.

Under the penal code, intentional train wrecking is a felony that is punishable by life imprisonment without the possibility of parole. The death penalty may be sought in cases where a death occurs because of the train wrecking. The lesser offense of maliciously placing an obstruction on the track carries with it imprisonment not to exceed one year.

JOIN THE RAILFAN PATROL. Become part of PSRM's "eyes and ears only" group and help prevent vandalism, injuries, and perhaps even save lives while you are out railfanning. Your very presence in certain areas can make a difference. Santa Fe and other railroads will attest to this. Call me, **Dick Schleicher**, at 619-223-1087, or write me at **Quarters "C", NTC, San Diego CA 92133**, and get involved!

EXCURSION REPORT

by Ann McVeagh

The Excursion Committee had a busy and productive year in 1986 with the Puerto Penasco Specials and the Copper Canyon trips, all sold out and very successful. Now 1987 has started off with a big bang with our first trip, the Puerto Penasco Special, sold out and overflowing. So much so, that we are running a second trip to handle the crowd! Our hard working committee and staff will be ready and waiting to see that the passengers have a good trip. The Excursion Committee members are: **Rita Cloud, Corrine Gallagher, Jeannie Heinig, Norm Hill, Jack O'Lexey, Barbarann Parker, Shirley Simpson, and Ann McVeagh.** We also want to welcome new members of the committee, **Bill Groya** in Palm Springs who is handling the desert passengers, a growing group for the museum and **Margie and Bob Provost** from Lake Morena near Campo, who started out as passengers who wanted to help and were so good at it that we have pressed them into service more than once. Its good to have you all aboard. With our growing trip schedule we need all the help we can muster up! A great big welcome also to **Sylvia Montero**, who has stepped in cold to take over the reservations for the one-day trip. If anything is a "trial by fire", this has got to be it!

We regret the resignation of **Barbarann Parker**, who handled this job so ably for so many years. **Barbarann**, along with **Jeanie Heinig**, were mainstays in getting the trip on the road. We hope they will be back with us soon in some capacity. For now, a big THANK YOU! for all the hard work and cheerful, charming effort you put in on behalf of the museum. And let's all wish Sylvia well in her new job, which she is handling with calm efficiency and cool ability. Welcome, all!

While we're on the subject, the Committee is always needing a pool of good staffers. if you're interested, please call **Ann McVeagh** at 1-706-680-2526. (If using Sprint, then dial 10288 before dialing the 1.)

Other helpers who have made all the successes of trips to Puerto Penasco are **Betty and Carmen Donavan**, who handle the sales of T-shirts and museum memorabilia with such enthusiasm and energy that we rarely have anything left at the end of the trip. Other regulars who help make the excursion great for our travellers are **Bud and Glenda Jo Cox**, long and faithful staffers so popular that no trip is complete without them. **Bill and Nancy Groya, George Geyer, Dick and Ann Ruppert, Barbara Simpson, Brian Valleau, Jim Tatum, Norm Hill, Joyce Zelenz, Mary Toomey, Mike and Rachel Retz, Ray Lethbridge, Trig Stanley, Tony Terrazas, Maria Stoddard, Kathy Foote, Maty Gracyk, and Mary Anderson** have all staffed in the last year. **Jack Stodelle**, whose private cars the MEXICALI ROSE and the MARIA ELENA are standbys on the trip, is always a big help on our Mexican rail adventures. Thanks to all of you for your time and effort. The hard work of these good people earned \$20,000 for the museum in 1986!

OUR 1987 EXCURSION LINE UP

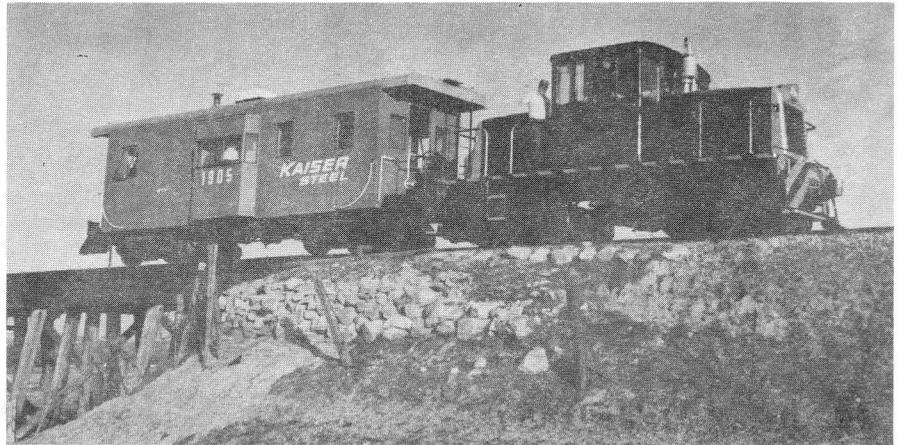
Puerto Penasco One-Day Special #1....	April 4 (sold out)	Guadalajara.....	Sept. 12-20
Puerto Penasco One-Day Special #2....	April 25 (almost sold out)	Empalme/Guymas.....	Sept. 25
Copper Canyon.....	May 2 (sold out)	Puerto Penasco One Day Special.....	Nov. 7
Guadalajara.....	May 30 (sold out)	Copper Canyon.....	Nov. 14
Santa Barbara.....	August 22		

OPERATING DEPARTMENT NEWS

Our excursion trains rolled on schedule from Campo, even on the day of Great Freight II. Engine #1809 has been doing it all for us, being down for repairs only one weekend in fifteen months of regular operation. Even that didn't stop us completely. Tiny #7485 was rolled out and hauled a caboose load of paying customers up the line while our mechanics toiled on through the night, trying to find a sporadic electrical short on our 1952 EMD product.

The little 45 ton #7485 (GE Class of '41) went into pinch-hit service fresh from the paint shop and still un-numbered and lettered. The hero of Great Freight I bailed us out again! This little locomotive is getting a reputation as a "bacon saver". Even before Great Freight I, the engine was leased to MTDB for use in work train service to help build the San Diego Trolley. The engine toiled long hours on the trolley line before the overhead wire was activated, helping to launch the nation's most successful light rail transit system. **Mike Reading** has been keeping it tuned up and regularly exercised as the museum yard switcher.

Many thanks to agent **Louise Reneau**, clerk and dining car maitre d' **George Heflin IV** (and his little brother **Ken**), trainmaster **Geoff Scheuerman**, department superintendent **Ron Hyatt** and the list of loyal crewmen (and women!) who have worked so hard to make the San Diego and Arizona Railway known nationwide.



Tiny #7485 is shown here at milepost 67 rolling westbound with the 2:30 accommodation (the Eagle Mountain caboose) pinchhitting for regular power #1809, down for repairs. (L. Rose photo)

CONDUCTORS

Dave Slater	Rene Scheuerman
Dick Ruppert	David DiGiorgio
Jim Lundquist	Tim Floersch

SWITCHTENDER

Geoff Shepherd

Mike Reneau	Diana Scheuerman
Robert Watrous	Mike Patten
Rene Scheuerman	Ed Gaede

Don Pope	Larry Rose
Cliff Pennick	Jennifer Barnier

Craig Coney	Paul Westover
-------------	---------------

Nancy Getz

ENGINEERS

Ron Hyatt	Geoff Scheuerman
Gaylen Dyreng	Ken Helm
Jim Lundquist	Vern Cook
Don Getz	David DiGiorgio
Bob Nickles	

BRAKEMEN

Don Getz	Doug Mick
Gene Dramm	Vern Cook

TRAINMEN

George Heflin IV
David DiGiorgio

SPEEDER CREW

Diana Scheuerman	David DiGiorgio
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TICKET CLERKS

Margie Provost	Bob Provost
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FIREMEN

Steve Norris	Mike Kemp
Mike Reneau	Doug Mick
Dick Ruppert	Bob Nickles

John Pattison	Mike Kemp
Steve Norris	Phillip Heil

Ann Ruppert	Ken Helm
Ken Heflin	Tanya Rose

John Pattison	Doug Mick
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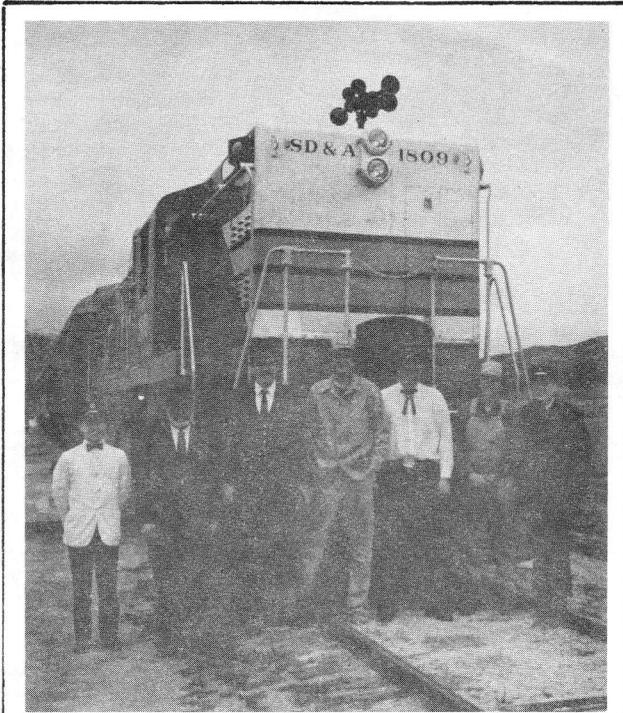
Diana Scheuerman

WISH LIST

An informal survey of the workers at PSRM has been conducted by **Harry Hurry**, our equipment maintenance specialist, to find out what our people would like to have most to make the work easier and get the museum built sooner. Harry developed a long "want list" of things that the members believe the museum needs as soon as possible. The list was refined down to practical things with the long term "pie in the sky" dreams weeded out. Everyone agreed what item No. 1 should be. Its harder to place the next five items in order of importance:

1. **A BACK HOE/LOADER**---preferably a "Case 530-C" "Construction King" lightly used or new (Norm Hill would rather have a John Deere Model 310-C).
2. **DITCH DIGGING MACHINE**---track mounted "Ditch Witch" or equal.
3. **SKID STEER LOADER**---"Bobcat"- diesel powered.
4. **MOBILE LUBRICATION TRUCK**---with air compressor, multi-reel oil and grease guns, etc.
5. **TRUCK CRANE**---5 ton hydro boom.
6. **FOUR NEW TIRES** for our all-terrain fork lift, size 14.00-24, tubeless. (This is about 2,000 bucks.)

Item #6 is the least expensive goal. Item #1 is discussed everytime the guys get out the wheelbarrows and shovels! Members are encouraged to help acquire the equipment listed, being aware that there is a big difference between "used" and "used up"! If anyone has an idea where any of this equipment can be obtained or financing found, contact **Harry Hurry** at the museum or write him c/o the La Mesa Depot.



It was a cloudy day on January 4th when the same crew that ran the first train of the resurrected SD&A Railway were called for the one year anniversary run. After a year of Saturday and Sunday running covering more than 4,500 miles, engine #1809 burbles quietly as the crew lines up for what is sure to become an annual tradition. They are, from left: **George Heflin IV**, trainman, **Dick Ruppert**, head brakeman, **Dave Slater**, conductor, **Jim Lundquist**, engineer, **David DiGiorgio**, trainman, **Geoff Scheuerman**, fireman, **Rene Scheuerman**, rear brakeman. (L. Rose photo)

PSRM CAMPO

Facilities boss **Barney Barnier** has been whipping the troops to get the building buttoned up with more plywood shear paneling and new metal skin all around. The west end of the car shop is nearly complete. **Dale Prescott**, **Bruce Semelsberger**, **Paul Bortell**, **Larry Rose**, **Bob Provost** and **Steve Wade** helped Barney with the scaffold erecting and the hammer swinging.

Ross Robinson, our celebrated Ottawa snow bird, installed a new steel exit door in the west end and also hung a pair of doors on the south side for getting materials easily into the wood shop. Ross has been on such a roll that he also hung new double doors in a steel frame for the lounge and kitchen access.

Ross was also heavily involved with the gift shop remodel with **Steve Wade**. The shop has new drywall, taped and painted by Ross, **Larry Rose**, **Dick Ruppert** and **Cliff Pennick** and a new suspended ceiling grid by Ross, Barney, Steve and associates. Manager **Diana Scheuerman** has opened the shop again after five weekends of remodeling which included an additional window to the outside. Barney installed new conduit and insulation before the drywall went up. The gift shop entrance was also reworked with red brick pavers donated and installed by **Larry** and **Tanya Rose**.

The upstairs shop office is also nearing completion with only vinyl tile flooring and light fixtures left to install before move in. This office will house our equipment maintenance records, technical manuals, drafting table and car lettering stencils and patterns. **Steve Wade**, **Larry Rose** and **Charles Alban** did most of the work.

A major cleanup is also underway in the supply room. The old section house down by our connection to the SD&A has been repaired by **Jim Hamill**, **Ross Robinson** and **Steve Wade** and is now full of our stock of scrounged building materials. **John Ashman**, **Jim Hamill**, **Harry Hurry** and **Larry Rose** did the cleaning and sorting in the supply room which has resulted in an amazing amount of found space in a room traditionally jammed with "stuff" required to build a railroad museum.

Special thanks to **Geoff Shepherd** and Barney for keeping our aluminum can recycling system in operation. Twenty bucks a month will always be worth the 40 minutes a month that Geoff puts in smashing and bagging the cans. **Gene Wilcox** built the can smasher. Barney drops off the cans each

month at the recycle plant downtown. The editor of this sheet remembers when 20 bucks a month was half of the car restoration budget!

RECORD CROWD AT ANNUAL BASH

The museum's annual party this year was a sellout! It was feared that the rather high price (\$30!) would hold down attendance and that the raffle tickets (\$5 a pop) would go begging. The opposite happened and, after years of just breaking even, the affair netted \$3,100 after expenses!

The San Diego Maritime Museum's Southern Pacific ferry boat **BERKELEY** provided the perfect setting for a fun and profitable evening for PSRMA. TV star and rail advocate **Michael Gross**, Amtrak publicity man **Art Lloyd** and local TV news anchor **Jack White** helped draw a big crowd. The editor of this sheet particularly enjoyed hearing the Reagan administration taken to task for their shortsightedness and total lack of transportation knowledge by the articulate Mr. Gross. Mr. Lloyd informed the gathering of the new push-pull service which Amtrak will be operating between San Diego and Los Angeles. He also had a few things to say about how tough it is to run a railroad while constantly fighting for your life against a hostile administration in Washington. His best ammunition in the battle is the fact that Amtrak ridership and income are up again this year and would be even higher if they had enough equipment to outfit the national system adequately.

Special recognition went to the stars of each museum department. Certificates of appreciation will be going to **George Heflin IV**, **Louise Reneau**, and **Geoff Scheuerman** of the Operations Department. They were nominated by department superintendent **Ron Hyatt**. In **Barney Barnier's** Facilities Department, recognition went to **Dale Prescott**, **Steve Wade** and **Ross Robinson**. Administration Department boss **Harry Doering** pointed to the outstanding work of **Margaret Barksdale** and **Tanya Rose**. Restoration chief **Norm Hill** blew the horn for all three of his regular crew: **Tom Travis**, **Steve Norris** and **Bill Barbour**. Public Benefit Super **Larry Rose** recognized Excursion Committee heroes **Ann McVeagh**, **Barbarann Parker** and **Corrine Gallagher**, as well as Gift Shop boss **Diana Scheuerman**. **Ken Helm's** Mechanical Department kudos went to **Mike Seed** and former "Railfan of the Year" **Dick McIntyre**.

And what about the "Railfan of The Year" for 1986?! After ten years of toiling in obscurity (and complaining regularly) **Jim Hamill** was finally recognized by his friends for his long time devotion to the museum. Even Jim's truck license plates read "PSRMA-1"! Jim's award was presented by new PSRMA President **Bob Eikel**. Bob recently picked up the gavel from long time museum officer H. C. "Chop" Kerr, Jr., who was also recognized for his many years of service on the Board of Directors and the Board of Trustees.

Dr. Dan Harnell and **Roy Pickering** were the members most involved in setting up this edition of the annual bash. Much fun and fund raising was the result of their hard work. To top this "hoopie-do", they had better start planning next year's shindig right now!

BUY-A-TIE DONORS SUPPORT TRACK GANG AT PSRM

JOEL COX	ELLEN WATKINS	SC WALLY SCHONSCHACK	DAVID GOODHEART
JOEL COX	GARY WATKINS	WALLY SCHONSCHACK	DAVID GOODHEART
JOEL COX	RANDY NAVES	DAVID GOODHEART	DAVID GOODHEART
JOEL COX	RANDY NAVES	DAVID GOODHEART	DAVID GOODHEART
JOEL COX	SETH THOMSON	DAVID GOODHEART	DAVID GOODHEART
MARY SANDERS	SETH THOMSON	DAVID GOODHEART	DAVID GOODHEART
GARY WATKINS	PETER DUNCAN	DAVID GOODHEART	DAVID GOODHEART
ELLEN WATKINS	PETER DUNCAN	DAVID GOODHEART	DAVID GOODHEART
GARY WATKINS	HARRY ROESENER	DAVID GOODHEART	DAVID GOODHEART
ELLEN WATKINS	MARY SANDERS	DAVID GOODHEART	DAVID GOODHEART
GARY WATKINS	MARY SANDERS	DAVID GOODHEART	DAVID GOODHEART

Leading off the tie chart this time is **Joel Cox**, a student at Cal Berkeley, who also happens to be one of our best trackmen. Joel comes south on his Christmas and Spring break, puts in a solid three months in the summer and sends in cash for Buy-A-tie in between visits! He knows better than anyone how desperate we are for ties.

The cry for ties reached all the way to Chicago this time with **David Goodheart** funding enough ties for an entire 40' boxcar! David's long distance gift to the museum yard trackage is one of the largest we have seen for this project. Regulars **Mary Sanders**, **Peter Duncan**, and **Wally Schonschack** are back on the list this time and its great to see some new names on the chart also. **Seeth "Corky" Thomson**, a well known San Diego model railroader, is on the list this time. Looks like he's changing scales, giving up H0 for 12" = 1'-0"! You'll like this full scale stuff, Corky, ya can't beat the detail!

Thanks to all who marked up on the tie chart this issue. We brought up twenty cars on Great Freight II and, thanks to these donors, we have track under two of them already! Ties are still \$14 apiece, folks. Let's keep on trackin'!

MEMBERSHIP NEWS

by Tanya Rose

I was glancing through the back issues of REPORT and came across my November, 1977 membership news column. "I find we are almost 400 strong," I said. "Do you realize it took **twelve** years to reach the first 200 and only **two** years to almost double that figure?" Well, as of this March we are now over 1,800 strong and still growing. I wonder what I'll be writing ten years from now!?

A hearty welcome to these, our newest supporters of railway preservation. Thank you also those of you who have upgraded your memberships. We anticipate another tremendous year and are happy you are a part of it.

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