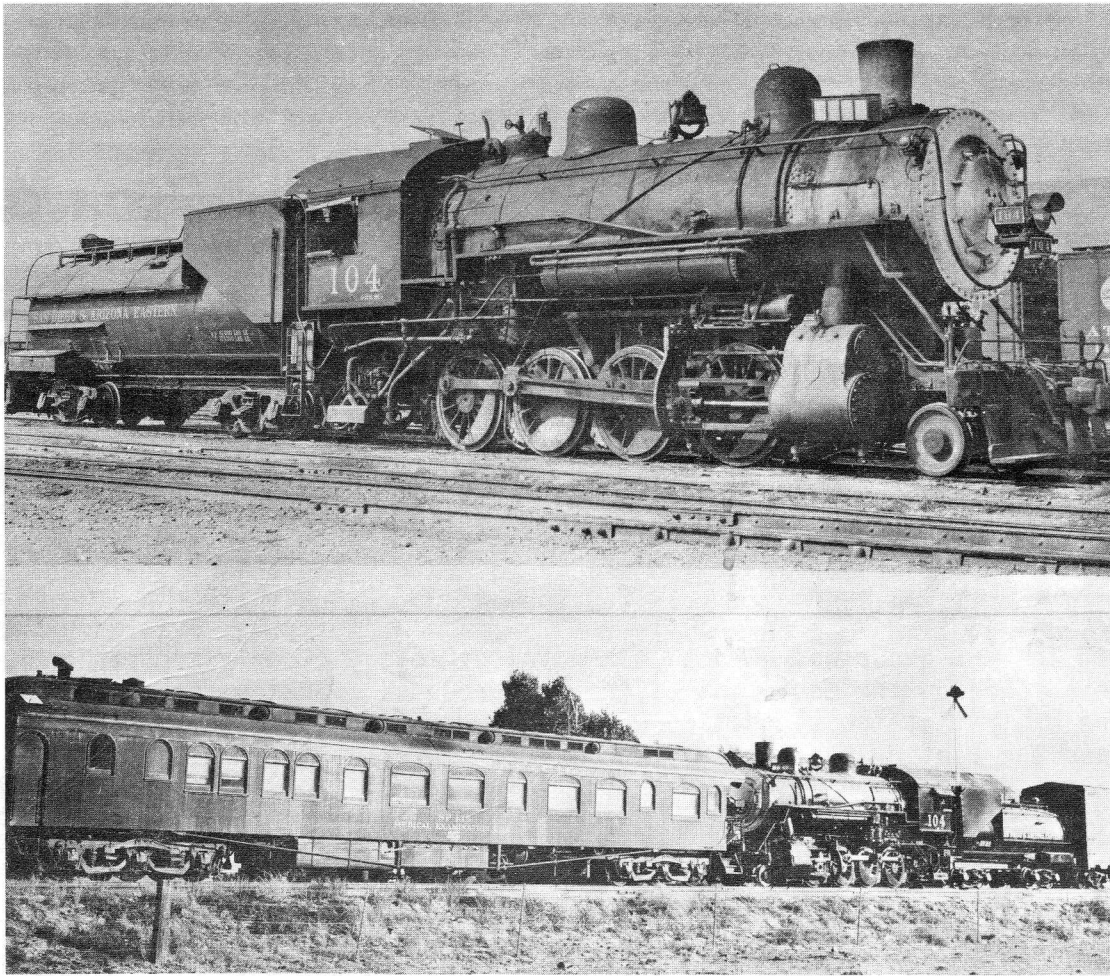


Jan. Feb. '82

# REPORT

No. 178



## S.D. & A.E. NO.104 , CAR 050 DONATED!!

PSRMA has acquired #104, the only surviving San Diego & Arizona Eastern steam locomotive, and car #050, railroad president John D. Spreckels personal business car "Carriso Gorge". The 1904 Baldwin built engine and the #050, a 1910 Pullman product, were given to PSRMA last month by the 22nd District Agricultural Board, operators of the San Diego County Fairgrounds at Del Mar where the equipment has been on display since 1956.

This issue of REPORT features the story of this long sought acquisition of what are probably San Diego's most historically important railroad artifacts.

# 104 AND 050 : CAMPO BOUND !

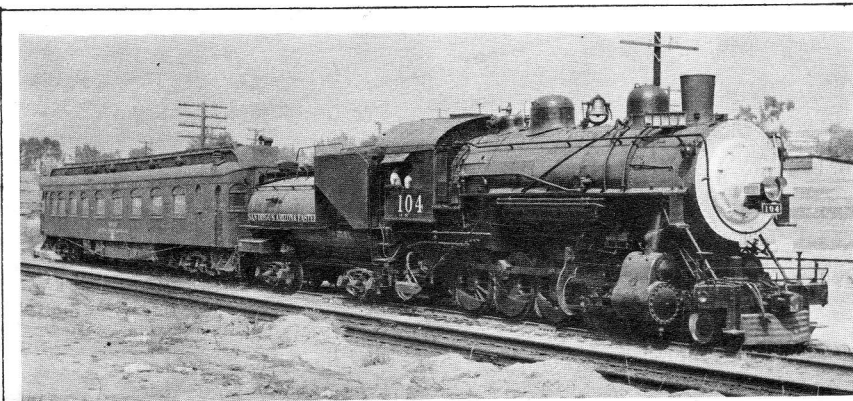
At last, PSRMA has acquired historic equipment from hometown railroad San Diego & Arizona Eastern. A 1904 Baldwin 2-8-0 locomotive and a 1910 wood-sided Pullman classic will now return to their home ground in Campo after spending the last twenty six years at the Fairgrounds in Del Mar, a place on the Santa Fe rails thirty minutes north of the nearest S.D. & A.E. track. The equipment last rolled through Campo in October, 1955 en-route to San Diego and the event is shown on the cover of this issue of REPORT.

The photo of #104 and #050 moving in front of the Campo Depot was taken only 100 yards from our museum site just to the photographer's left. The 050 is lettered as Southern Pacific Medical Examination Car No. 135, a number it acquired when returned to S.P. in 1940. It was also named the "Tucson" by the S.P. and wore No. 101 for a short time. (photo from the PSRMA Library Collection)

The locomotive and car were originally donated to the 22nd District Agricultural Association, the Del Mar Fairground operators, by the Southern Pacific due largely to the

efforts of PSRMA Life Charter members Jack Stodelle and Eric Sanders who at that time were members of the Railway Historical Society of San Diego.

The historical society was the prime mover of this acquisition in 1955 and have been the caretakers of the equipment since then with their main activity being the staffing of the exhibit once a year at County Fair time. The group's membership began to dwindle in 1961 when Eric, Jack and several of the younger members split off to form PSRMA with the idea of building an organization that would do quite a bit more than a mere historical society.



#104 and #050 rest on a siding at Solana Beach in 1955 waiting to be trucked to the Del Mar Fairgrounds. (Eric Sanders photo)

By 1980 the RHS group was down to a handful of mostly elderly members and no maintenance was being done on the equipment at the fairgrounds. PSRMA offered to help the society maintain the exhibit at the suggestion of the fairground operators, but were turned down. This fact and the continuing deterioration of the equipment led the fairground operators to look to PSRMA and our Campo Museum as a more suitable home for these historically priceless relics.

PSRMA Board Chairman H.C. "Chop" Kerr, Jr. did the footwork to set up this donation and made a fine presentation to the agricultural association early last year. The association actually voted to give us the equipment at their November, 1981 meeting, but official documentation was not received until February.

The locomotive was last operated in 1954 and the top photo on the front cover shows #104 in operation at Southern Pacific's Bay Shore Yard on the peninsula near San Francisco in 1952. (photo from the PSRMA Library Collection)

Museum Master Mechanic Ken Helm has inspected the locomotive and reports that all gauges and handles in the cab are intact as the engine has always been fenced and the cab locked. Some valve linkage is missing, but Ken is confident that the parts could be scrounged or re-manufactured during our overhaul process. The only parts missing off the outside of #104 are the bell, whistle and the builder's plates which were stolen years ago. Except for the plates, these parts are available from the museum collection. Repairing rust damage will be the first work undertaken by our troops on the long road to steam.

A boiler inspection will be made soon. The idea of steaming #104 again on its old stomping grounds in Campo has got everyone excited already. The locomotive's history and mechanical details are covered by Allen Copeland elsewhere in this issue in a special article in his series on the S.D. & A.E. steam engines.

We will make every effort to get this outstanding addition to our collection moved to Campo this year. The wooden Pullman, especially, needs to be put under cover soon and a fund raising effort to finance the move is already underway. PSRMA members are encouraged to get involved in raising the bucks to get this hardware inside our Campo shop as soon as possible. There is much to be done and we are always short handed. Help as you can, with your labor or your wallet, to get this equipment to Campo and home at last!

## LA MESA DEPOT GRAND OPENING SET

by Eric Sanders

The official opening day for the La Mesa Depot Museum is Sunday, April 18, 1982, at 2:30 p.m. A reception for local and area dignitaries and for major donors of funds, materials or services will precede the public opening. If you wish to assist, please contact one of the Depot Museum Management Committee members/alternates. They are: Brenda Bailey, Norm Hill, Larry Rose, Jim Lundquist, Mike Retz, Joe Laurent, Wilma Steele, Roy Pickering and Eric Sanders. La Mesa Historical Society members/alternates are Woody Linke, Karna Webster, Richard Teague, Bea Acers, Charles Bras and Dorothy Griner.

The La Mesa Depot Museum is now open each Saturday and Sunday afternoon, 1 to 4 p.m. In the period of January 9 to February 21, the following members and friends staffed the depot:

Bea Acers*	Gilbert & Irene Judy	Walter Morrison	Adalaida Stanley
Cecil Badman	Dorothy Griner	Roy Pickering	Richard Teague
Chuck Bras*	Pat Kettler	Mike Reading	
Al Ellis	Joe Laurent	Mike Retz	
Bill Hofer	Ann Mc Veagh	Larry Rose	
Harlan Hatz,	Olive Mannen*	Cindy Rittershofer*	(* La Mesa Historical
Bob & Mary-Em Howard*	Max Miller	Wilma Steele	Society--others, PSRMA)

Special thanks to Harry Doering who built the new donation box out of an old Santa Fe switch light donated for the purpose by Brenda Bailey. Remember! A must for all PSRMA members. Be in La Mesa for the Sunday, April 18, 1982, 2:30 p.m. official opening of the La Mesa Depot Museum.

by Brenda Bailey

## ATSF 3751 Restoration Update

Since the last issue of REPORT, a lot of work has been done on this steam locomotive. On Saturday, March 13, 1982, Norm Hill and Brenda Bailey met with the San Bernardino Historical Society's project coordinator Larry Wines at the Santa Fe Modeler's Organization's 10th annual convention, and discussed the latest progress on the locomotive. Larry Wines and other members put together a fine photo display illustrating the work being done. They have removed all of the boiler sheeting and lagging and are preparing the boiler for a hydrostatic test. The sand dome was removed, along with the top of the steam dome, and the boiler front has been opened up. They are going through every part and detail of the locomotive to inspect, repair, clean and re-install everything in perfect working condition. If you are going to be in the San Bernardino area, stop by to say hello, or if you have more time, give them a helping hand with some of the work. They work on the first, third, and if applicable, the fifth weekend, April 3-4, 17-18, May 1-2, 15-16, 29-30, June 5-6, 19-20. If you have any questions or want additional information write: San Bernardino Historical Society, Larry Wines, Coordinator, 43732 Beech Ave., Lancaster, CA 93534.

In the next issue of REPORT we will have some detailed photographs showing some of the nice work that is being done, and the people doing the work. Also, we would like to thank PSRMA member Jim Morris for taking the time to go to San Bernardino to help with some of the work.

# **INDUSTRIAL ARCHEOLOGY** by Ken Helm and Norm Hill ( Restoration News )

## **ATSF CABOOSE**

Since the last REPORT all the windows in our shack were taken out, rebuilt, sanded down and prime painted by Jim Hamill, who did most of the work as a home project. The sun shades on the cupola were fabricated by Andy Pierce, mounted on rebuilt frames by Dick McIntyre and installed by Bob Martin and Larry Rose. All of the dry-rotted wood in the caboose roof was replaced by Larry Rose and Ken Helm, using perfectly matched tongue and groove material donated by John Maxwell's La Mesa Planing Mill. Fifteen pound felt roofing paper was laid down as temporary weather protection while the new fascia boards and drip strip are installed (another Maxwell donation). Bob Martin replaced a window frame and siding boards around the window that at one time had been enlarged to house an air conditioner. The outside is now completely stripped and primed with only the drip strip, roofing and roof walk repair left to do before the exterior can be painted in its original Santa Fe brown.

On the inside, Norm Hill, Bill Barbour and Steve Norris have finished removing all the old cracked paint and will now start the long filling and sanding process. Dick McIntyre installed two previously missing bunk/frame roof support posts he made out of some 2" water pipe salvaged from Campo. Doug Kerr and Scott Thompson repaired and replaced the bunk and seat frames. New door sills, made of oak by Frank Cooke, were installed by Larry Rose.

The work sessions often last eleven or twelve hours on this project with the workers getting nothing and a half for overtime, double nothing for weekends and triple nothing for holidays! Others working on the caboose since the last REPORT were Jim Lundquist, Dan Robirds, Jerry Pickell, Brian Valleau, David Black, Shawn Eriksen, Robbie Smith and Mike Reading for a total of twenty people invoved!

## **E. J. LAVINO**

Ken Helm, Bob Martin, Ron Hyatt and Dick McIntyre have been doing pipe and valve work on this little 0-6-0 Nick Nichols built two new oak cab doors as a home project.

## **MOJAVE NORTHERN**

Doug Kerr built a new roof beam for this little cement plant veteran and the back-up light was rebuilt and installed by Harry Doering as a follow-up to the super job he did on the headlight earlier. Doug, incidently, donated all materials for the roof beam as well as the benches in the caboose!

## **U.P. DINER**

The door push and operator on the dining room end of this car was totally rebuilt by Dick McIntyre, PSRMA's resident metal magician. Wilma Steele and Roy Pickering cleaned the car and outfitted all the tables with clean tablecloths and a flower vase to impress the pants off the weekend tour groups.

## **MATERIAL DONATIONS**

Materials donors keep the projects going as the museum must pinch every penny for Campo. Here is a list of members who kicked in whatever was needed to keep things moving.

BILL BARBOUR----propane tanks, torch parts, sandpaper, etc.  
DICK MCINTYRE---metal and welding supplies, miscellaneous parts and mid-week transportation  
DOUG KERR-----wood beam for #3, wood for bunks and benches, nuts, bolts and screws  
HARRY DOERING---stand for donation box, glass, locks and paint and headlight parts  
JOHN MAXWELL----redwood siding, trim and fascia boards, miscellaneous custom millwork  
NORM HILL-----sandpaper, paint stripper, miscellaneous expendables  
LARRY ROSE-----nuts, bolts, parts, paint, postcards for exhibit, new typewriter for REPORT, photos for display board and REPORT  
WALLY BARBER----heavy beams for Campo shop door headers

# CAMPO

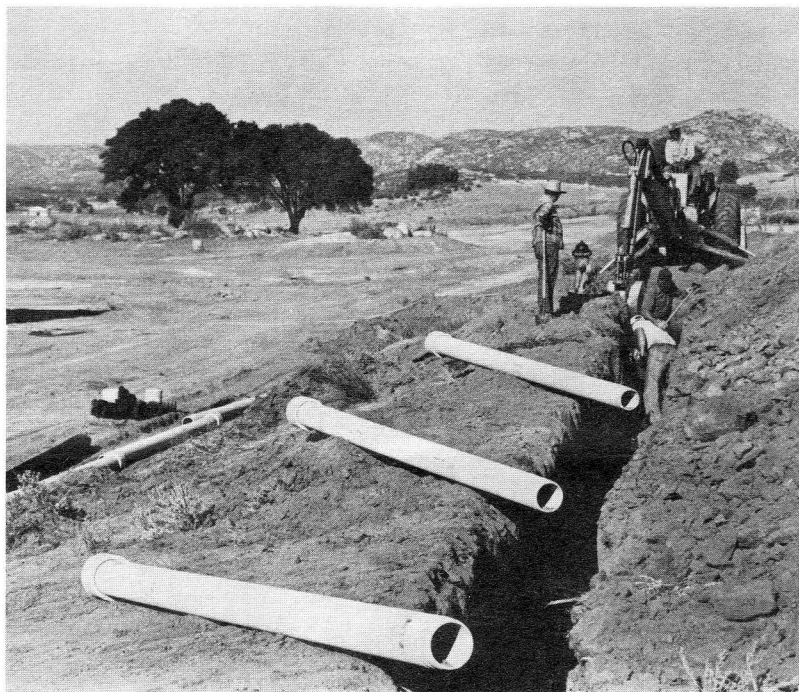
The door header for track number one was installed in our shop building last month by Harry Doering, Larry Rose, Jim Hamill, Dan Robirds and Frank Norris, a newcomer to the Campo crew. The beam, a 14 foot 6"x12", was donated by Wally Barber. Other beams donated by Wally are waiting to be installed over the other two doors in the weeks ahead. The new 2" domestic water line installed by Jim Lundquist, Harry Doering and Larry Rose is now in operation with a new 2" meter. Jim Lundquist poured a concrete meter box around the building shut-off valve and stub for future use just outside the bunkroom door.

Two 24" steel culverts were installed in appropriate places in the sub-roadbed at each end of the proposed museum mainline. Helping with this heavy duty chore were Buck Hathaway, Peggy Secor, Harry Doer-



Russ Kimball sights through his antique transit during survey work at Campo last year.

Fred Harrsen, Tim Floersch and George Curry are shown here cleaning out the trench for our new 6" fire line. The backhoe was rented. (L. Rose photos)



ing, Scott Thompson, Ken Helm and Larry Rose. Over 1,000 tie plates for 60 pound rail were unloaded at Campo along with the twenty foot long culverts, thanks as usual, to Ken Helm's stake bed truck.

Dick Ruppert and Harry Doering pulled up over twenty five feet of maple gym floor in one Saturday session. This leaves only about thirty feet left to take up and stack. Over half of the sub-floor sleepers have been taken up also, as "The Great Gym Floor Removal" is now well along on the downhill side.

The tool room has new lights thanks to Bill Barbour and Bob Martin, who wired everything in new hard conduit. All of the old Romex wiring is being slowly replaced as work progresses. Bill is working on the kitchen wiring now that the ceiling is out. Dan Robirds, Ron Hyatt, Steve Norris and Larry Rose paved the way for Bill with the demolition work.

Ties for Campo are being sorted and stacked at the S.D.& A.E. yard near the trolley barn downtown. Work is going on every other weekend with ties bundled in stacks of 25 and banded with steel bale straps. Only one of every five or six ties in the surplus pile is reusable and, so far, about ten bundles have been set aside for Campo. Participating in this heavy grunt work are: Jim Lundquist, Larry Rose, Ken Helm, Jim Hamill, George Par-

ish, Tim Floerisch, Harry Doering, Scott Thompson, Ron Hyatt and Brian Valleau.

Ten military surplus bunk beds have arrived in Campo courtesy of Dick McIntyre who supplied the transportation from Los Angeles to Campo. We now need ten mattresses to get the bunkroom outfitted for the heavy work ahead. It would also be nice to have ten volunteers to fill them this summer. If you can help at Campo, mark your calendar or post the PSRMA activities calendar included in this REPORT, then call for details. Harry Doering (465-7261) is the Campo Committee Chairman. Larry Rose (469-3064) will also help with carpool information and status reports.



You have to have tracks before you can have trains! George Parish and Harry Doering sort and stack ties bound for Campo at the S.D. & A.E. yard last month. The ties, donated by the S.D. & A.E., will give us a start at Campo but many more will be needed in the months ahead. PSRMA has initiated a "BUY A TIE PROGRAM" to take advantage of another tie source we found where superior ties can be had for \$7.00 apiece. If every member of PSRMA bought just one tie, over 2,000 feet of track could be laid at Campo! Send your seven bucks (or 14 or 28?) now to PSRMA "BUY A TIE PROGRAM", La Mesa Depot, 4695 Nebo Drive, La Mesa, CA 92041.

## NEXT MEETING April 16th

The association's next quarterly meeting will be held at the San Diego Gas & Electric Co. Auditorium, 101 Ash St. in San Diego. The program will be a history of the El Cajon branch of the San Diego & Arizona Eastern Railway by Eric Sanders featuring slides from his vast collection. This Friday evening program fits in nicely with the grand opening of our La Mesa Depot on Sunday the 18th. Please come and see what San Diego's railroad enthusiasts are up to....and bring a friend.

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.

# S.D. & A.E. STEAM LOCOMOTIVES

PART V

NUMBER 104 - THE ONLY SURVIVOR

by

P. Allen Copeland and Joe Strapac

With the announcement that PSRMA has been given SD&AE Number 104, it was deemed appropriate to cover this locomotive out of order from the rest of the series. Numbers 101-103 and 105-106 will appear in future issues of the REPORT.

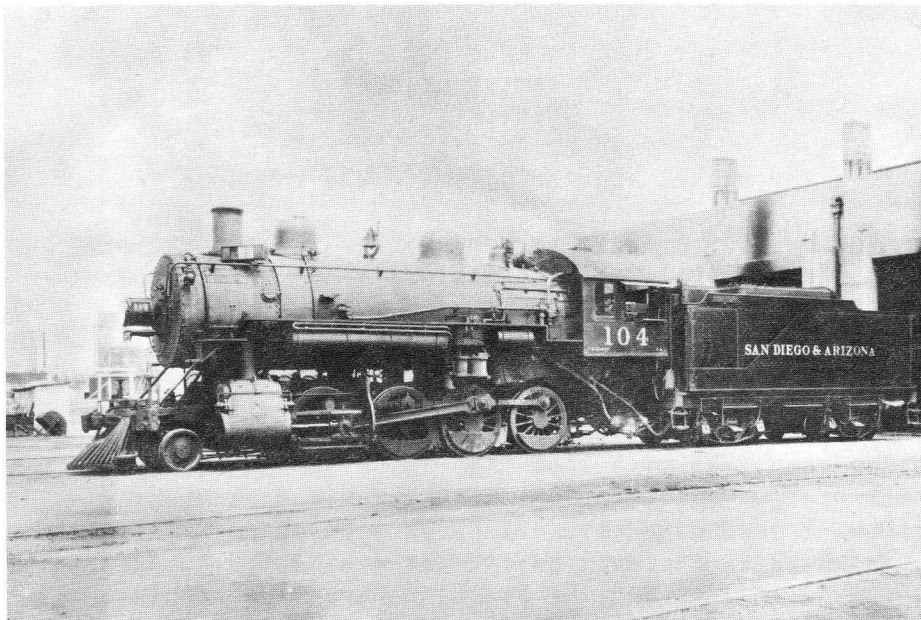
After the completion of the SD&A mainline in 1919, the two large C-31 2-8-0's Nos. 101 and 102 were sufficient for a time to power through freights. When one of the big 2-8-0's was sidelined for shopping, a replacement became necessary, usually a leased S.P. engine. In 1921 four similar sized 2-8-0's were purchased used from S.P. to supplement the original engines. One of these four was Number 104, purchased in March, 1921. The engine had been built in 1904 by Baldwin, as S.P. 2720, a member of S.P. Class C-8.

Six large 2-8-0's were probably more than what was required to provide power for the daily way freight each way between San Diego and El Centro, helpers from El Centro to Hipass and shop spares, but all were used heavily in the 1920's by the SD&A, and were also leased to the S.P. to help that road during seasonal traffic peaks. When leased to S.P., SD&A locomotives were sent far and wide all over California. At the conclusion of traffic surges, the locomotives were returned to the SD&A.

From 1922 to 1926, SD&A passenger trains 101 and 102 connected with the S.P.'s SUNSET LIMITED at Niland (instead of Yuma), and 104 was often used in passenger service during that period. It was uncommon for a 2-8-0 to be used in passenger service on any part of the S.P. system, but the tractive effort of 104 was appreciated on the grades of the SD&A, even in passenger service. It should be remembered that the SD&A started at 49 feet below sea level, climbed to 3,657 feet at the Tecate Divide and then to sea level at the Harbor of The Sun.

For heavy shopping the 104 was sent to S.P.'s Los Angeles Shops (as were all SD&A locomotives). Running repairs and minor work was handled in San Diego and El Centro.

In 1941, No. 104 was sent to the S.P. on long term lease and restored to S.P. #2720. The locomotive continued to be used on occasion on the SD&AE, however, as well as on S.P.'s Imperial Valley lines and on the Coast Division as far north as San Luis Obispo. In September, 1948 the engine was returned to the SD&AE as #104. The big 2-8-0 resumed regular service on the mainline, pulling freights, performing switching enroute at



This shot from the early 30's shows No. 104 wearing a borrowed tender while resting in front of stall #5 at the San Diego engine house. (photo from the collection of Eric Sanders)

Plaster City, Tecate and Tijuana and heavy switching in San Diego.

In 1950, the S.P. dieselized SD&AE freight trains, and replaced the 2-8-0's with new Baldwin road switchers. Two consolidations were retained for helper service up the "hill" to Hipass, while the others were turned over to S.P. for use elsewhere. By 1953, S.P. dieselized the Imperial Valley and the two remaining 2-8-0's were also turned over to S.P. Number 104 operated for a time on the San Francisco Peninsula, based at the huge Bayshore Shops complex, near San Francisco. The engine was finally retired in October, 1954 and stored. In 1955, the locomotive was donated to the Railway Historical Society of San Diego and placed on display at the San Diego County Fairgrounds at Del Mar.

104 2-8-0 Baldwin 23899 5/04  
Class C-8 57" 22"x30" 216700 191000 310 45470 Original boiler pressure  
and tractive effort were 200 and 43300  
Purchased 3/25/21 from S.P. #2720. Leased to S.P. #2720 5/41. Returned to SD&AE #104  
9/48. Leased to S.P. in late 1950. Retired 10/18/54. Donated 6/24/56 to Railway His-  
torical Society of San Diego and placed on display at San Diego County Fairgrounds, Del  
Mar, California.

## Railfan Patrol News

by Dr. Mark S. Cramer

The Railfan Patrol welcomes Manuel Lopez and Trevor Clarke as our latest members. The patrol remains as active as ever with the Santa Fe in San Diego. We are still awaiting any response from the U.P. and S.P. to recent letters looking into an affiliation with these roads. The patrol is waiting for a brave member to step up and volunteer to work with the Trolley.

Relations with the San Diego A.T.S.F. special agents remain very good, and they fully support the program. They report that vandalism is fairly quiet now, but burglary at the yards and Miramar has picked up. Rose Canyon to Old Town remains a chronic problem with trespassers, beer parties, illegal aliens, signal tampering and obstructions on the tracks (fewer bicycles now but 2-3 shopping carts in two months). One Amtrak was delayed several hours in Rose Canyon due to a broken oil line caused by a car tire and rim on the track. Another Amtrak was stopped by a broken air line when someone put a street sign pole upright between the ties. Another locomotive sustained damage of over \$1,000 to its front end in Del Mar after it hit a shopping cart full of boulders. Trespassers on the minimal clearance bridge at the Del Mar Racetrack continued to risk their lives taking short cuts to the races (for those gamblers the stakes are the ultimate and the odds are very, very bad).

The Railfan Patrol's original concept of a "Neighborhood Watch" for the nation's railroads is starting to catch on. The National Railroad Historical Society is experimenting with several chapters nationwide in conjunction with A.T.S.F. The A.T.S.F. acknowledges that this is based on our idea and the success of our program. The Pacific Railroad Society, Inc. of Los Angeles has also initiated a program modeled after our Railfan Patrol called "Rail Watch". This followed consultation with Ed Smith and the Railfan Patrol. Hopefull, they will be successful and cut down on the vandalism for A.T.S.F. and S.P. in the Los Angeles area. We wish them good luck.

We look forward to an even better New Year, and hope more P.S.R.M.A. members will join us in helping our local railroad friends and neighbors. If you see any railroad vandalism, theft, or other problems, please get involved and call the A.T.S.F. agents at 232-1270 (San Diego office) and send in your Railfan Patrol observation reports. We need all the foot troops we can muster, so get out there this year and "eat" some of that track ballast dust with the rest of the Railfan Patrol!



# Exhibit Staffers

by Bob DiGiorgio

FIRE IN THE ROBERT PEARY! Cast of Characters: San Diego Fire Dept., San Diego Harbor Police, Channel 8 News' Jim Gordon, The Evening Tribune, and an unknown civic-minded citizen who apparently decided that any smoke coming out of our showpiece was too much smoke. Thanks anyway, but the smoke was from the Peary's oil-burning kitchen stove, used to heat water for a cleaning crew hard at work under the leadership of Linda DiGiorgio. Nope, News 8 didn't run the story. The Tribune reporter didn't even stop and get out. The Harbor Police? They gave Charlie Dodge a parking ticket!

SPARKLING is the word for the Peary these days. Linda's work crews from County Workfare are now getting rolling regularly, and years of grime and fingerprints are coming off. In addition, Charlie Dodge of Crystal Carpet Cleaners shampooed all the Peary's furniture and carpets. He and his crew (wife) were down on hands and knees, hand shampooing delicate upholstery and carpet areas that couldn't be reached with the machine. A really good job at a very nice price. Thanks, Charlie!

DRINKING GLASSES are another nice touch. The Peary has built-in water glass holders in all the bedrooms, but they've been empty for years. We couldn't find anything that looked right, so Art Dominy, quite an expert in antique dishes and glasses, went hunting and found a set of appropriate old water glasses. Thanks to Art, the glass holders aren't empty anymore.

Our faithful crew for December and January were:

Shirley Cook (2 times)	Lanny Starr	Henrietta Kecskes	David DiGiorgio
Adalaida Stanley	Al Vartanian	Alden Morse	Frank Kearney
Cecil Badman	Robert Warner	Bill Niedrich	Stan Kerr
Terry Danielson	Amelia Worthington (2)	Dick Ruppert (2)	Ann Mendez
Linda DiGiorgio (2)	Curtis Croulet (2)	Bill Schneider (2)	Jane MacMillan
Deborah DiGiorgio	Rebecca Archer	Gene Wegener	George Parish (2)
Dorothy Knittle	Jim Bradley (2)	Elaine Warner	Wilma Steele
Judy Kerr	Bob DiGiorgio (2)	Trevor Clarke	Joseph Smith (2)
Max Miller	Rae Gay (2)	Ray Archer (3)	Charles Wade (2)
Ann McVeagh	Harlan Hatz	Doris Dean (2)	Bill Worthington (2)
Roy Pickering	Michael Knittle	Bill Evans (2)	

## MEMBERS SCORE AT MODEL MEET

It seems that railfans who are involved "hands-on" with the prototype make the best model railroaders. A good argument for the theory was made last month when four members of PSRMA, including two board members, took all prizes but two in a model contest held at a Southern California regional meet of the National Model Railroad Association.

PSRMA Treasurer Brenda Bailey took first, second and third with her entries in the passenger car category. Brenda models the Santa Fe, and her beautifully done heavyweight HO Scale cars are exactly correct with complete interior detail. Brenda also took prizes at a national meet of the Santa Fe Modelers Association last summer in Wichita.

Museum restoration chief Norm Hill took first prize in displays with a scratch-built diorama of a mid-western grain elevator scene. Norm also scored second and third in the structures category. Norm's model work was featured in a major model railroad magazine several years ago. Norm is from Missouri and, strangely enough, is a big fan of the Missouri Pacific Railroad.

A prize ribbon also went to PSRMA regular foot troop Bob Martin in the freight car category. Bob's favorite road is the Western Pacific. Member Doug Harley, a Rio Grande buff, also placed in the freight car contest, giving PSRMA members a clean sweep of this category.

PSRMA had a display and our handcar at the meet to acquaint the modelers with a new scale: 12" equals one foot! Staffing our booth was Dave Slater, Elizabeth Moch and Neva Conlon. Mike Reading built the display panels and handled the handcar move. Thanks, troops, for a good show!

# PSRMA's 1st South American Rail Tour

Part II

by Ann Mc Veagh

After a short stay and rest in Lima (at the super-elegant Lima Sheraton), we boarded the train to Huancayo for the highest passenger rail trip in the world. It was an all day run, starting at sea level, ascending to the highest point on the line, a tunnel just past the Ticlio station at 16,538 feet. The train is a modern diesel that climbs the mountains and negotiates the many switchbacks with ease. The road beds are kept in excellent condition and the ride was very smooth and comfortable. Meals are served at your table in the car, and oxygen was available if needed. (It is served up by a man in a white coat with a large black pillow filled with oxygen and dispensed on call.) I had worried that our group might be overtaken by altitude sickness, soroche, but no; at the Ticlio station they were all out, running round, taking pictures and definitely not fainting!

We came down to Huancayo which is only(!) 11,200 feet and settled into our hotel for a couple of days. The reason we were there was to try and catch the steam train to Huancavelica. After meeting with the local rail officials, we discovered that the steam train would be coming back from Huancavelica the next day, so we chartered the Auto-vagon (another diesel one-car train) and left the next morning to go meet the steam train, which we met midday about halfway to Huancavelica. No little red engine this, but a big Henschel, German built in 1950 and in gleaming condition. It is in regular service, along with two others based at Huancayo. We chased the train, went in front and generally had a delightful day. Some rode on the steam train, very comfortable first class coaches and enjoyed it all. The scenery was very lush and green and it was spring here so the flowers were all out, and the sun was warm. Returning to Huancayo, we toured the yards, took pictures, run-bys, etc. The ride back to Lima the next day was a day of relaxation for all, and we needed it, for the next day we were going to Cuzco to begin our tour of the Inca ruins.

Flying to Cuzco is a thrill. It is only an hour on a fast jet, but the trip takes you back centuries. The mountains are very high between Lima and Cuzco, and one of the passengers seated by the window noted that the mountain tops were so close he could see the trails on them. Wonderful powers of observation that we all wished he had left at home! But we made it in good shape, and landed early in the morning in the ancient capital of the Incan empire.

Everybody loves Cuzco; it has beautiful colonial architecture, built on top of the famed Inca stone walls, lots of little streets to explore and shopping! Lots of shopping. If that wasn't enough we went to the market at Pisac famed for more shopping. Even the non-shoppers shopped in Cuzco. Restaurants are very reasonable there. You can still get a good steak dinner for \$2.00.

The real draw in Cuzco is the Inca ruins, in the city and in the surrounding countryside, and with good reason. Famous for the intricate stone work in the gigantic walls and fortresses, a visit to these relics brings the past closer to us in time. One of the main reasons people go to Cuzco is because to get to Machu Picchu, it is necessary to go to Cuzco. We set out by train one morning for the 3 1/2 hour ride through the sacred valley and along the Urumbamba River (a tributary of the Amazon) one stop beyond the m.p. station, which is directly below the ruins. A short ride by minibus up the face of the mountain in a series of switchbacks brings one to the summit and our destination, Machu Picchu, Lost City of The Incas. It is indeed as impressive as the press releases indicate, and only a visit can bring it to life. The setting, in a saddleback on top of the mountain, surrounded by peaks, is spectacular. We spent the afternoon climbing around the ruins, then reluctantly came down the mountain and boarded the train for the return trip. FNP, the Peruvian National Railways is efficient, comfortable, orderly, well maintained and runs on time. All the lines seem to be heavily used and runs are only one day long in most cases, so we didn't see any Pullmans. Cars are from all over; the most common that we rode were new Rumanian coaches, but we saw a variety such as Japanese, Canadian, and English.

We left Cuzco by train, headed south to Puno on the shores of Lake Titicaca. This portion of the trip was mostly across the Altiplano, with the high Andes off to the east of us, snow capped ridges towered 20,000 and more. The Altiplano is serene, with only isolated towns and villages, wind-blown, with great herds of llamas and alpaca, absolutely fascinating in its emptiness, covering many hundreds of square miles of southern Peru and northern Bolivia. The altitude is between 12 and 13,000 feet throughout. The train trip was peaceful and we bartered for local handicrafts at the station stops. When we got to Puno it was dark and when we arrived at our hotel on the south side of the lake, the lights of the city were twinkling across the water. At that altitude the air is so clear, the southern sky is totally different and the constellation, the Southern Cross, is visible in the morning hours. We left Peru the next morning driving around Lake Titicaca to the spot where we boarded our hydrofoil for the day's trip across the lake and into Bolivia.

(to be continued)

## Membership News

by Tanya Rose

W. Graham Claytor, Jr., ex-President of the Southern Railway, ex-Secretary of the Navy in the Carter administration and known steam buff, is now a member of our museum. Mr. Claytor lives in Washington, D.C. and we are proud to have him with us as we are the following new members:

### REGULAR MEMBERS

W. Graham Claytor, Jr.  
 Dr. Arlen L. Hurt  
 Brent E. Mather  
 James R. Schmitt  
 Joyce F. Hettich

Drew Shelton  
 Marc D. Adelman  
 Conrad S. Calderon  
 Alfred C. Edwards  
 Charles D. Finney

Martin J. Nemerever  
 Roger Nulton  
 Helen L. Russell  
 John R. Silber  
 Lesley Manning

### CONTRIBUTING MEMBERS

W. B. Fletcher  
 Shawn Beckert  
 Bill Kingston

Harold L. Crispell  
 John C. Juliussen  
 Frank & Frances Munster

### SUPPORTING MEMBER

Helen D. Edelen

### FAMILY MEMBERS

Ed & Judy Arbuckle  
 Corky & Lucille French  
 Judy, Jeffrey, Michael,  
 Alicia & David Parker  
 Robert A. & Evelyn E. Rick  
 Daniel F., Patricia T.,  
 Daniel F. II, Botkin &  
 Henry Clayton  
 Robert A. Campbell, Judy  
 Hamstreet, Kelly, Kim,  
 Kristi, Miles, Libby & Janey  
 Dana & Debbie Graham  
 Harry B., Jo Ann, Kurt &  
 Janeu Roesener

Robert R., Linda, Deborah J.,  
 Daniel G. & David Di Giorgio  
 Tom & Evelyn Early  
 Robert & Catherine Frost  
 M/M Charles P. Gannon  
 John, Kaija, Kathleen, &  
 Phoebe Gates  
 James, W., Ellen J., & David  
 H. Hunt  
 Carl & Julia Kuck  
 Elizabeth Moch & Neva Conlon  
 Wendy & Mike Pope  
 John T. & Kathleen Tilton

Charles E., Judith L. &  
 Michael Morrin  
 Wendell & Beulah Neisler  
 Sharon Thurgood & Isabelle  
 Wallace  
 James Tuttle  
 Brian & Blanche Valleau  
 LCDR & Mrs. G. M. Wilson  
 Gordon & Louise Buck  
 Walter B., Carmen A., &  
 Kenneth P. Clary  
 Bruce Dubke  
 Edward & Marianne Turlington

Remember, if you have moved recently or are contemplating doing so, please notify me as soon as possible so you won't miss out on a single trip brochure or newsletter. Call me at 469-3064 or write me at: 4924 Wood St., La Mesa CA 92041. Thanks!

# VIEW <sup>from</sup> the VESTIBULE

by Jim Lundquist, President

With the purchase of land and construction started for our operating museum at Campo, the museum can now turn its efforts away from the hardware and into other areas which need attention. This year's project is to re-do the organizational structure to allow the growth necessary to become one of San Diego's premier museums. I'm pleased to report that we have already made progress towards this goal.

With over seventy members participating in two meetings, the long range goals for the organization have been set. These include facilities at the Embarcadero, La Mesa Depot and Museum, and at Campo, continuation of excursions, private car operation, Railfan Patrol, library development, expanded public relations and public benefit, and new areas of mainline steam operations and historical site preservation. Your museum is truly a dynamic one, with something of interest for everyone.

Also underway is a special task force to draw up a staff chart to cover all of these activities in order to allow the greatest participation of members in the museum operation. Finally, I was directed to begin a fact finding mission which would set up a board of trustees composed of civic-minded San Diegans who have the expertise and fund raising experience to assist us in the development of the museum. This board would set overall goals and the yearly budget based upon staff input. Our current board could become a monthly executive staff meeting with the current officer positions remaining much as they are now.

This overview is to introduce these items to you and allow you to begin thinking how you can assist your museum. When this work is finalized, we will send out the complete package to you. In the meantime, please feel free to call me anytime (697-5790) and get involved.

A few months ago, a call was put out for members to submit names for the museum at Campo. Quite a few have been forwarded to me, and some are quite interesting. I want to offer this last chance to submit your name before we vote. Please forward your ideas before April 15th to: Jim Lundquist, PSRMA, 4695 Nebo Drive, La Mesa CA 92041.

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