



Spring '88

REPORT

Anniversary Issue

OFFICIAL PUBLICATION of the SAN DIEGO RAILROAD MUSEUM ASSOCIATION

MUSEUM COMES OF AGE WITH *RailFair* '88



San Diego & Arizona Railway Locomotive #1809 and vintage nine car passenger train on arrival at Campo after historic return run from San Diego on May 14, 1988, two weeks after the west bound run to San Diego. The equipment had remained in San Diego to be on hand for RailFair. Over 1000 passengers took the trip.

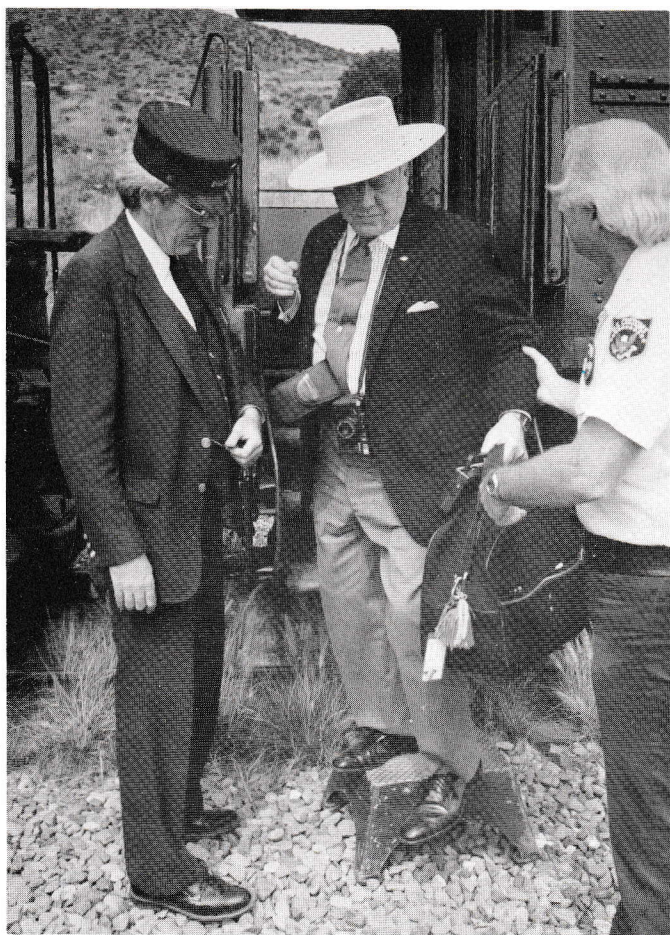
SAN DIEGO RAILROAD MUSEUM SHOWS ITS BEST TO THE PUBLIC IN ITS SILVER ANNIVERSARY CELEBRATION

Almost four years of restoration work were accomplished in eight months, tremendous steps were made in finishing mechanical work on three locomotives and much of the Museum's freight and passenger rolling stock, and weekend visitor attendance at Campo and train ridership was increased almost ten-fold because of heightened radio, TV, and newspaper publicity. What brought all this flurry of activity about? Did it just happen?

Actually, it came about because of intense effort and commitment by about 100 members of the Museum who did the work and made it happen. But perhaps one of the key motivating forces behind the effort was Dr. Dan Marnell. For almost five years he has worked to see that the Museum has a location in San Diego where we can attract more of the mainstream public and educate them about trains and rail history, and perhaps interest them in visiting our train operations center and museum in Campo. Over two years ago he began planning for the big twenty-fifth anniversary celebration and dinner at the Santa Fe Depot in San Diego. And over a year ago he began making plans for the RailFair itself.

The Board and Staff went along with the plans for all these projects, and then began an enormous amount of work in arranging physical details, public relations, legal clearances, and coordinating the participation of all the exhibitors and vendors. **But we did it!** Over 1000 people rode the special excursion trains. Thousands more saw them as they rolled down the track. Over 30,000 people attended RailFair. Many saw and boarded trains for the first time in their lives. The Museum raised about \$60,000 through these efforts, gained many new friends, and ended up with a fine head-start on its five year growth plan. Here is how it happened.

RailFair '88 — A Three-Part Rail Extravaganza



Museum Conductor Dave Slater and customs officer assist Dr. Judson Grosvenor, our first Gold Spike Life Member, from the train at San Ysidro border crossing for customs clearance.



Car Attendant Mike Retz talks with passenger about rail history aboard Museum excursion car.

HISTORIC TRAIN RIDES

April 30, 1988 marked the beginning of festivities for San Diego and members of the San Diego Railroad Museum. After months of grueling effort, our first complete passenger train took its maiden voyage from the Campo Depot, through Mexico, to downtown San Diego, over tracks that hadn't seen passenger service since 1952. The train rolled out behind **SD&IV #5911** and the Museum's **MRS 1 diesel, SD & A #1809**. 507 eager passengers from all over Southern California and beyond, bought tickets at \$55-\$65 each to be a part of this historic ride. This was followed by another 520 passengers joining the return-trip to the Campo Depot on May 14. **Bill Groya** coordinated the volunteer staff of car attendants and docents, which was made up largely of the excursion committee and the operations staff of the Museum.

The April 30 trip marked the public debut of eight refurbished vintage rail coaches, including a private Pullman car used by former President Franklin D. Roosevelt (the **Robert Peary**), and a Cafe-Observation car (**#1509**) built in 1926. **1509's** brass-railed, open-air platform at the rear provided passengers with a close-up view of old-fashioned railroading.

The grand adventure featured passing through an international rail tunnel and a stop in the pleasant Mexican town of Tecate, where several members and officers of the Museum's board, lead by **Bob Eikel** and **Dan Marnell**, met with local officials. Boxed lunches were served as the train edged down the Redondo loop, affording sweeping vistas of the ranchlands of Valle Redondo, embraced by the distant blue mountains. Passengers craned out of windows, photographing the cars as they snaked around spectacular curves.

The slow passage through the outskirts of Tijuana, punctuated by frequent grade crossings, attracted crowds of curious children, wide-eyed and waving as they greeted the first passenger train in their memory. The international segment was completed as the train crossed the border, and every passenger was asked to leave the train as canine-assisted U.S. customs inspectors cleared the train of any possible suspicion.

The last part of the journey took place on the smooth-riding San Diego trolley tracks. Trolley travellers watched with astonishment as the large green passenger train raced triumphantly up the tracks to the **SD&IV** rail yards and journey's end, where they were greeted by a Dixieland Jazz band, a crowd of spectators, and a number of television cameras.



Loading in San Ysidro for return trip to Campo, May 14

SAN DIEGO & ARIZONA RAILWAY



San Diego and Arizona Railway

INFORMATION



Welcome aboard the Museum's 25th Anniversary special - the first passenger train over the San Diego & Arizona line in 37 years! Elsewhere in the folder you will find a history of the line and the railroad.

The consist today will include the Robert Peary, a 1926 Pullman business car used for private service only. It is set aside today for use by railroad, U.S. and Mexican government officials. It will be on public display at the Rail Fair May 5 thru 8.

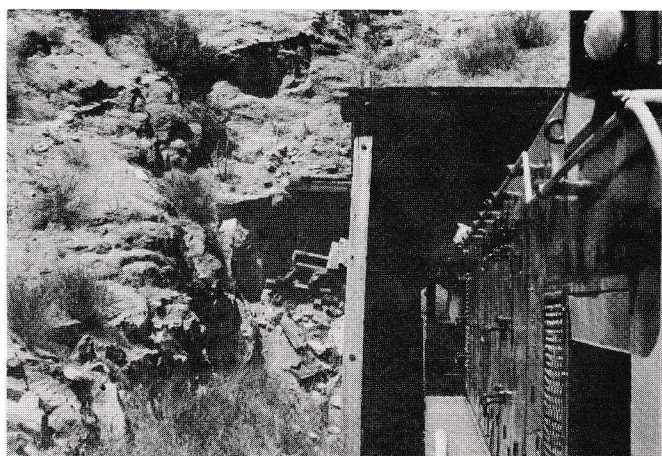
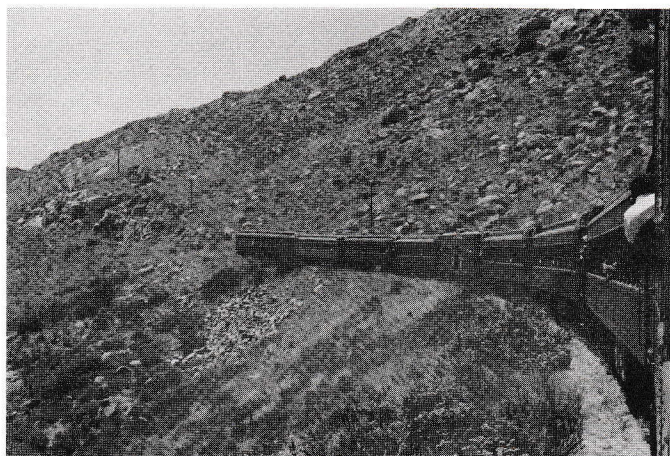
There are six former Erie Lackawanna coaches also dating from the 20's, recently acquired and restored by museum volunteers. Between the E. L. cars you will find a 1942 Army kitchen car. Snacks and gifts are available in this car as well as bathroom facilities.

Bringing up the rear of the train is our vintage Santa Fe Cafe-Observation car #1509, also from the 20's. Feel free to wander back and enjoy the cars. Drinks and snacks will be available in the 1509 also.

Box lunches will be distributed around noon in or near Valle Redondo. Complimentary soft drinks will also be served. Because of the fire danger, smoking is permitted in the Army kitchen car only.

There are many staff people on board to solve problems and answer questions. Don't hesitate to ask. They will also be passing through the train with souvenirs.

Many thanks go to the many people who made this trip possible. The Museum volunteers who restored the cars and worked on the line, officials of the San Diego & Imperial Valley Railroad and the Sonora-Baja California Railroad, governments on both sides of the border and the Museum's Excursion Committee.



Map by Larry Rose



California State Railroad Museum's Santa Fe F7 A unit at its inaugural appearance following restoration at the Santa Fe shops in San Bernadino. The red & yellow warbonnet paint scheme is the most widely recognized railroad livery in the world.

RAILFAIR '88 DISPLAYS AT SANTA FE'S WRIGHT STREET YARD

— RailFair Photos by Stephen Fitch

From Thursday, May 5 through Sunday, May 8, 1988, over 30,000 residents and visitors in the San Diego area explored the world of railroads at the Santa Fe's Wright Street yards. Cars from the museum's passenger train and representative freight cars were on display, and visitors, hosted by museum volunteers, toured private cars and climbed aboard many of the locomotives. Thanks in large part to a major contribution from Dr. Dan Marnell, the Shay steam engine was also a major attraction as it provided many noisy and smoky demonstration runs on a short section of track.

Major pieces of equipment from the California State Railroad Museum, the Santa Fe Railroad, Amtrak, the Pacific Rail Society, and other museums and historical societies were brought in for this event. One could watch new vacation plans forming as visitors toured both old and new sleeping cars. Bands and barbershop quartets contributed to the air of festivity, working closely with locomotive engineers who syncopated the music with whistle toots. Model train layouts were popular with adults and children alike. One five-year old was seen stooping by the LGB layout with intense

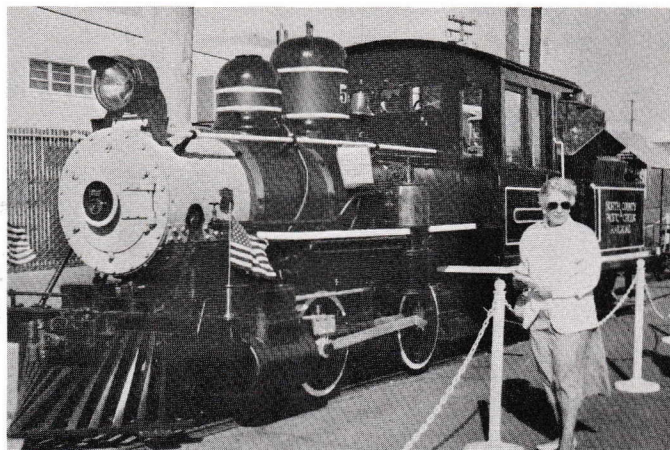
concentration. The object of his concern was revealed as he waved with glee to each model "passenger".

Pacific Southwest Airlines, now USAIR generously lent a warehouse building adjacent to the railyard to house a number of the exhibits. In addition to the modelers, collectors and vendors housed in the building were the City of Las Vegas, with an exhibit of their new, high speed mag-lev train scheduled to be built between Los Angeles and Las Vegas, and their new "people mover" system for light rail city transit. Another very popular exhibit in the building was the multimedia slide show of the history of the La Mesa Depot, which was produced by Bret Marnell and is an outstanding documentary.

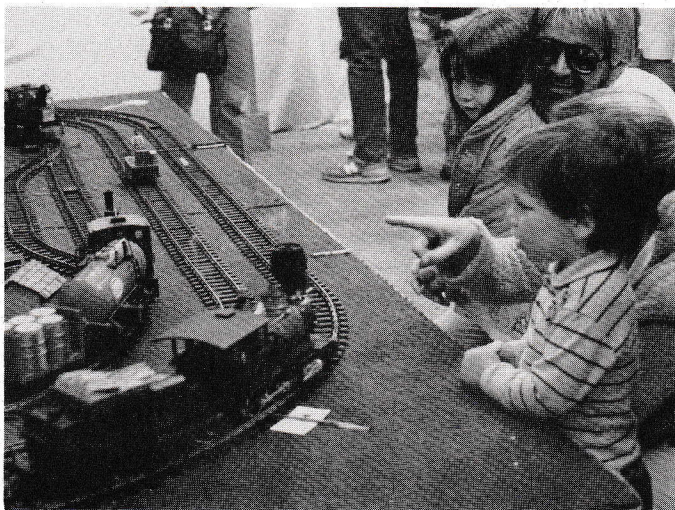
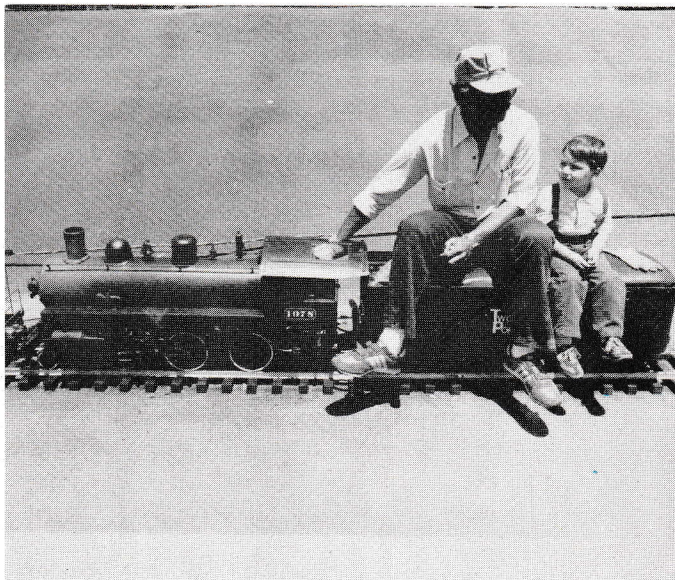
Bob Babcock, who has been a generous supporter of the Museum, brought a narrow gauge steam locomotive and other vintage equipment that provided one of the key attractions of the show. Hand cars, narrow and standard gauge equipment, demonstrations by the Chula Vista "Live Steamers", photography and art exhibits, rail memorabilia, model trains, movies, and much more entertained the throngs as they criss-crossed Wright yard during the four-day exhibit. Jerry Windle displayed his vintage, restored Railway Express truck at the show, and many youngsters were heard to ask "What's railway express?" Terry Durkin's high-rail and speeder equipment also provided a new viewing experience for many visitors. Food and beverage vendors provided needed nourishment to volunteers and visitors alike as one sunny day followed another.

The RailFair '88 truly had something for everyone. Thomas Sefton, president of the San Diego Trust and Savings Bank was seen each and every day of the Fair, proudly showing off the exhibits to a new group of friends. Cub Scout troops, Brownies, entire classes of elementary students were all among the Fair's enthusiastic visitors. One radio station broadcast from the Fair site, and television and newspaper reporters abounded. This extremely popular and visible public exhibition truly marks the entry of the San Diego Railroad Museum into the roster of San Diego's major museum attractions.

Special thanks must go to the many volunteers who gave their time and effort to staff the four day event. Over 90 museum members participated in this effort, and the Museum owes a debt of gratitude to each of them. Barney Barnier should be specially singled out for his constant efforts to keep all the physical plant arrangements running smoothly during the set-up, takedown, and the event itself. Dick Schleicher's Railfan Patrol also performed an important security function for the event.



R. W. Babcock's Narrow gauge steam locomotive was a great favorite.



Clockwise from top:

Young railfans learn the difference between muscle power and horse power, and learn on a demonstration run how work crews checked out the tracks in the old days. This is called "getting into training..."

Intrigued admirers check out the **LGB display** at RailFair. The **San Diego Model Railroad Museum** and the **All Gauge Toy Train Association** also provided intricate display layouts, to give a complete range of home-railroading.

Chula Vista Live Steamer Chuck Wischstadt shows young railfans that railroading comes in all sizes. The club set up over 100 feet of track for demonstration runs, and showed a vast range of diesel and steam trains to a fascinated public.

Not Pictured: Museum equipment at RailFair included: The Shay; Alco RS2-#2098; MRS I Diesel #1809; SP Caboose #1061; ATSF Caboose #1413; GATX Tank Car; ACY 3024 Wooden Box Car; ATSF Steel Box Car; The G10 Army Guard Car; #1509 Cafe Observation Car; "Robert Peary" Observation Car; An SD&A Passenger Car; the PCC Trolley recently donated by San Francisco Muni; the hand car and a speeder. Amtrak had 3 of its Superliner Fleet, a dining car, sleeper and a coach. The Santa Fe had its Special Exhibit Display Car. The Pacific Rail Society brought an Open Section Pullman. California State RR Museum's exhibit of the narrow gauge locomotives are pictured elsewhere.

DINNER AND DANCE: "VICTORY RODE THE RAILS"

The Museum's gala 25th anniversary fundraising dinner was another **RailFair '88** highlight. The theme, "Victory Rode the Rails," recognized the importance of railroads during World War II. The success of the dinner and dance, held in the historic **Santa Fe Depot**, was largely due to the honorary chairmen, **James Haugh** and **Thomas Sefton** and particularly to the dinner chairs, **Mr. and Mrs. David Parkinson** and **Dr. and Mrs. Daniel Marnell**. Twenty-five tables of eight persons each were filled at donations of \$1,000 per table, making this a significant milestone in the Museum's growth. Museum volunteers and members of the **Teamsters Union** assisted in preparing the depot for the affair and in restoring it to normal operating condition afterward.

The event had a spirit of its own, as guests arrived in black tie, World War II era dress, or railroad or military uniform. Guests were entertained by a USO style canteen show sponsored by the **Parkinson's**, and danced to the music of **Biorhythm** on Saturday, May 7. Floral decorations were arranged by **Gene Dramm**, Museum treasurer, and props were provided by **Bob Babcock**.



Dinner Chairs **Dave and Kit Parkinson** discuss railroad & naval affairs with guests **Don and Fernanda Sammis**



Norm Hill hangs vintage marker lights on ATSF Cafe Observation Car #1509 while young passenger waves goodbye as train departs Campo.

HOW WE REBUILT THE TRAIN

by Norman Hill, Restoration Superintendent

In the last six months our museum's restoration people have worked on and watched **twelve** major pieces of railroad equipment become substantially improved. One steam engine, two diesel locomotives, six tourist cars, our two best passenger cars, and one caboose have been turned into first class museum pieces. Three freight cars were also lettered. Few museums have ever had so much restored so well, and in such a short period. Our Board is to be commended for their idea of **RailFair**, which provided the inspiration for all this work, and for their financial wizardry and determination to get so much equipment restored.

Individual volunteers have put in incredible amounts of hard work doing an almost impossible job in the last several months. **Without the following persons, working almost non-stop every weekend for six months, the equipment for RailFair and cars for the passenger train would not have been ready** (listed alphabetically): **Charles Alban, Bill Barbour, Barney Barnier, Paul Bortell, Ken Faller, Jim Hamill, Ken Helm, Ted Kornweibel, Dick McIntyre, Steve Norris, Marge and Bob Provo, Ross Robinson, Larry Rose, Bruce Semelsberger, Frank Stites, and Tom Travis.** Several of these persons also worked many hours during the week. Other volunteers who spent many hours restoring equipment include **Harry Hurry, Duane Leal, Jim & Belinda Lundquist, Dan Marnell, Doug Mick, and Jack O'Lexy.**

These courageous and hardworking volunteers put many **thousands** of hours into the work of restoring, repairing, and painting old equipment, often under the most appalling conditions. At great personal sacrifice they gave up weekends and evenings to complete the train in time for the trip "down the hill" to San Diego. Each person involved deserves

paragraphs here. To give you an idea of the vast scope of the task and the determination of the crew, let me give you a few specific examples.

One of the projects was sandblasting the inside of passenger cars. After trying it themselves and choking on blinding clouds of fine sand ejected from pressure hoses and bouncing back off inside walls, the crew decided this was a job for professionals with proper breathing equipment. But this still left the job of cleaning sand out of the cars prior to painting. Imagine shovelling hundreds of pounds of gritty, dust-fine sand out of cracks and crannies in antique rail cars as they stand in blazing desert sun and creak through below freezing nights. Volunteers alternately sweated and froze as they labored day and night, rough, sharp sand grains working their way deep into blisters.

Crew members will groan with you at a mention of "jitterbugging". The angry buzz of massed jitterbugs could be heard long before the Campo yard was sighted. The mind-numbing sanding of acres of Pullman-green paint, standing in mountains of sandpaper scraps; changing tiny bits of sandpaper every five minutes, your arms falling off with fatigue; standing in contorted positions on rude scaffolding—these images have completely replaced those of the popular dance.

Fighting the weather was no small feat. Hampered by hurricane force winds that blew down highway signs and tore the roof off the Campo carshop; drenched by the wettest April on record, the rains alternating with choking dust to continue the task. Since all work was done outside, panic nearly struck the crew in the last few weeks as they compensated by staying up all night, welding, grinding, painting, and lettering.

The following description of work done on each piece of equipment will give you a glimmer of the job that was done.

When you come to Campo, bring this list, take a close look at the cars, and stop to share your appreciation with some of our valiant workers.

Diesel Engine, #1809

*All hood doors repaired. *Almost all the old paint removed on its outside. *Many metal repairs were done. *The engine was primed and painted in a Southern Pacific paint scheme.

Alco Diesel Engine #2098

Our former Kennecott Diesel engine, on this piece: *A complete conversion into a 1950 era **Santa Fe** road switcher was done. *The whole outside was stripped and sanded. *Some metal work was done. *The outside was painted into a **Santa Fe** railroad paint scheme (using 40 gallons of Dupont Imron paint at \$70 per gallon). It is now our best diesel restoration to date.)

Shay, Steam Engine

*Had its surface sanded, smoke box, tender deck, and cab interior stripped. *Outside was painted black.

Diesel Engine, #1809

Robert Peary (Pullman private car)

*The sides, ends, and rear platform were sanded and paint-prepped. *The car was primed and final-painted Pullman green. *The car's roof was sand-blasted, primed and painted. *The undercarriage was painted black.

1509-Santa Fe Cafe/Lounge/Observation Car

*All metal window sills were replaced (this alone was a \$5,000 job). *Every window was rebuilt, repainted, and re-installed. *Car interior was entirely cleaned. *Car's outside was paint-prepped, sanded, and metal repairs were done. *Car was painted Pullman green.

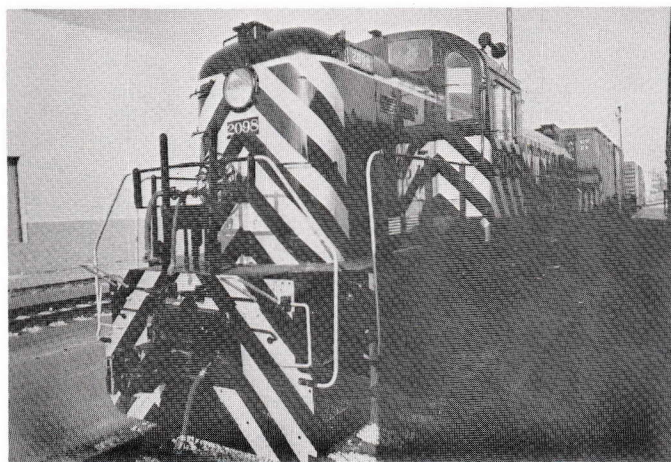
San Diego & Arizona Passenger Cars #250, 251, 252, 253, 254, and 255

Nearly 75% of the work on the whole train went into these passenger cars. These are now some of the best passenger cars in the country! *Car outsides were sandblasted, sanded and painted. *All roofs were sandblasted, primed, and hand-painted. *Each car's interior was sandblasted, primed, and hand-painted **Southern Pacific** off-white. *All 240 windows were stripped, reglazed, and reinstalled. *Three cars had all the seats cleaned. The others were completely redone (240 seatbacks, 240 seat cushions weighing over 20 pounds each. Thirteen missing car seats were scavenged from New Jersey and shipped by **Amtrak** to San Diego to be reconditioned and installed.) *All cars had the floors repainted. *Side panels by the seats were cut, painted, and installed. *All 240 armrests were stripped, sanded, stained, and installed. *New wooden window sills were built, stained, varnished, and installed. *New interior metal was installed over the former deteriorated masonite ceiling panels. *All roofs and numerous metal repairs—including one car with over 50% of the roof resheeted. *24 vestibule doors were rebuilt. *Vestibule steps and floors had major metal repairs. *Cars were lettered, sometimes late into the night. *Light fixtures were reconditioned and globes were installed. *Many other repairs were also made.

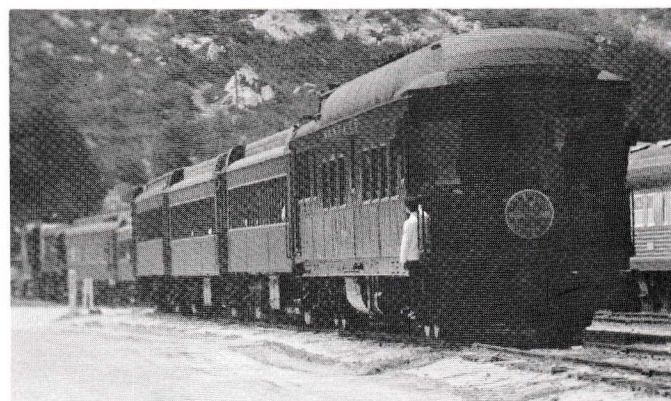
Southern Pacific Caboose #1061

*Much interior carpentry was done. *New roof catwalk was installed (216 bolts, nuts, and washers installed by hand). *New end platform installed. *Windows installed. *Car was paint-prepped and painted **Southern Pacific** red.

Finally, the following cars were painted and lettered: **G-10 Army Guard car**; **G.A.R.X. Flatcar**; **G.A.T.X. Tank car**; **Union Pacific Hopper car**; and the **Santa Fe Boxcar**.



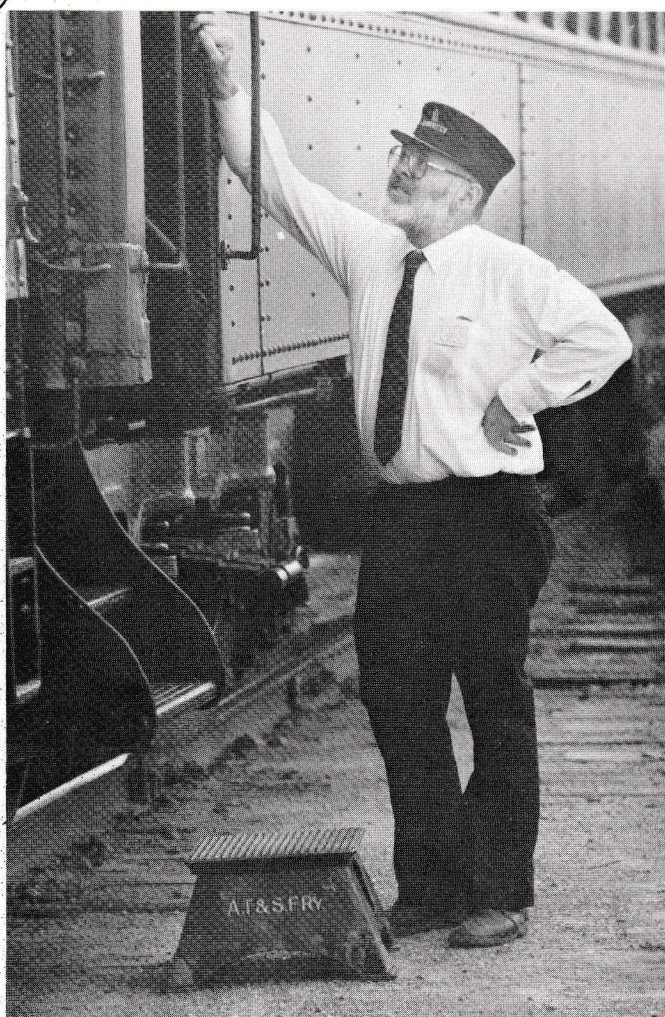
Ex-Kennecott Copper Alco RS-2 displays her new Santa Fe Zebra Stripes.



Porter George Heflin IV aboard Silver Anniversary Special as train rolls through final switch leaving Campo Depot—Westbound!



Passengers board train for historic April 30 trip into San Diego. In background is Museum's vintage **Baldwin 10-wheeler, SP #2353**, and the **Pullman Observation Car "Commandant."**



Dick Ruppert, Museum Director of Training, and car attendant on the Special, waits for passengers to disembark.

GETTING INTO TRAINING

by Dick Ruppert, Director of Training

Enthusiasm for the Museum has really been generated by our 25th birthday RailFair. More and more visitors are coming to ride our tourist train and see our Campo Museum. This means we need more help giving Museum tours and in train operations. People really appreciate our train trips and museum tours, and it is great fun talking with them and seeing them enjoy our Museum. Why not try this fun activity and help the museum visitors enjoy their visit?

Two courses are scheduled on several available dates for people who want to participate in this part of our Museum. **Get into Training!**

TRAINMEN—This course covers San Diego Railroad Museum history, Campo history, history of our equipment, natural history of the Campo area, and San Diego & Arizona Eastern Railroad history, along with some public relations and public safety aspects of the Museum and excursions. It is designed for tour guides aboard the excursion trains as well as on the Museum grounds. All interested age groups are welcome. Attend twice—**June 25 & July 9**. Materials fee is \$6.

BRAKEMEN—This course includes the material for Trainmen and adds railroad operating procedures & safety. Hand, whistle, and lantern signals, train brake operations, coupling and uncoupling, switching, excursion procedures, and railroad operating rules are all included in this course. Attend four classes—**June 25, July 9, September 24 and October 22**. Materials fee is \$15. Minimum age is 18 (or almost 18), and driver's license is required.

All classes are 9:30-4:30. Bring a sack lunch. Wear black/skirt and white shirt/blouse. **June 25 class will be at the Old Stone Store in Campo.** Park at the Depot; walk down the track. All other classes will be at the Campo Museum, in the crew lounge of the main building.

To enroll in any class, send check made to San Diego Railroad Museum, with your name, address, and phone number to: Dick Ruppert, 8236 La Jolla Shores drive, La Jolla, CA 92037. If you have any questions about the classes, call Dick at (619) 459-2573.

THE MECHANICS OF GETTING IT DONE

by Geoffrey T. Scheuerman, Mechanical Superintendent

The task before us was to get an entire train of passenger cars and a separate train of freight cars in good mechanical order in time for their triumphal trip "down the hill" from Campo to San Diego on April 30., 1988. The implications of this task were enormous. Over a dozen items of rolling stock needed fundamental mechanical work. The **Alco #2098** locomotive had been sitting outside, exposed to the elements, for over ten years without being run. The diesel engine **#1809** had been working non-stop for over two years without any significant mechanical work, since there was nothing available to replace it while work was done. The brake systems in all the cars had to be brought up to current standards. It is due to the dedication and hard work, in often very trying circumstances, of the men of the Mechanical Department that this mammoth undertaking was completed on time.

Listed alphabetically, thanks, congratulations, and much credit should go to: **John Ashman, Jim Callahan**—Foreman of Diesel Power, **Craig D. Coney, Jim Cook**—Foreman of Air Brakes, **Richard Cupp**—Electrician, **David DiGiorgio, George Heflin IV, Ken Helm**—Master Mechanic, **Doug Mick**—Foreman of Steam Power, **Tony Neece, Stan Paulsen, Mike Reneau**—Car Man, **Ross Robinson, and Don Sanborn**.

This is what was done: The brake system was completely rebuilt on three passenger cars. Every piece of equipment got new brake shoes. brake pistons were repacked on 16 items of rolling stock—a huge job in itself. routine work was done on the locomotives and they were brought up to Federal Railroad Administration standards. The **Shay's** running gear was reassembled and adjusted, and work was done on its boiler to bring it up to state codes.

On the locomotive **#1809**, over 100 hours were spent turning the wheels in the Campo car shop. Machine and men ground on late into freezing nights for weeks on end, sending off showers of orange sparks and churning out piles of steel spaghetti known as "Swarf," which cut human hands like razors before being discarded.

The **San Diego & Arizona** passenger cars had all their traction motors removed and about 20 tons of superfluous electrical control equipment was removed from each one. Seventeen wheel sets were removed and sent to Seeley to have the flat spots ground out.

LOOKING DOWN THE TRACK

by Robert Eikel,
President of the Board of Trustees

The Museum has come a long way in its twenty-five years, and the Silver Anniversary observances were a fitting demonstration of the organization's substantial capabilities.

The foundation of today's strength was laid by the dedicated individuals who have volunteered untold hours and dollars. More, however, than dedication and hard work made it all possible. *Vision* was a key ingredient.

Jim Lundquist and the former Board of Directors had the vision to foresee the value of expanding the Museum's contacts with the broader San Diego community, and in 1983, moved to create the Board of Trustees with that goal in mind.

Dan Marnell had the vision to see what RailFair could accomplish. He had seen the enthusiastic response of the public to the 1987 exhibition in San Francisco. He also realized that a successful social occasion could bring the Museum to the attention of a segment of the San Diego community whose support could be important to the Museum's future. Then he followed up, doing as much or more than anyone to see that the vision became reality.

Once our goals were set, making it all happen required skills beyond the operations, mechanical, and restoration talents which the Museum has in abundance. It required people to staff the exhibits, to take the donations, to coordinate publicity, to provide security, and to provide the host of support functions necessary to bring the Museum to the public.

The scope of these contributions was broad, and sometimes unexpected. For example, the U.S. Navy band performed, and Ed Duling was responsible for the Seaport Village Band's appearance at RailFair. The concerts added to the festive and lively atmosphere. Wes Kohler provided artwork of the #2353 which was used on the dinner invitations and programs. "People skills" bring to life our collection of industrial artifacts.

But the Museum cannot be successful if dependent solely on its own internal resources. The contributions of the California State Railroad Museum, of the Santa Fe, of the San Diego & Imperial Valley, and of the Metropolitan Transit Development Board and the San Diego Trolley were key to RailFair's success. Without Dick Engle of the SD & IV we would not have had the Silver Anniversary train trip. Without the California State Railroad Museum, we would not have had the centerpieces of the RailFair exhibit—the newly restored Santa Fe F units and the Southern Pacific E9. Without the Santa Fe, we would not even have had RailFair.

Individuals at each of these organizations went to great efforts on the Museum's behalf. They didn't have to help; the success of their own organizations is not dependent on the success of the Museum. But they felt that the Museum's mission is a worthwhile one, and of great value to the people of southern California.

Where do we go from here? What is the view "down the track"? It looks like green boards all the way. In our case, the track is the Museum's Five Year Plan. We can be proud of the fact that our goals and objectives, as set out in that plan, are being met.

For the immediate future:

- work continues on restoration of steam locomotive #2353, a 4-6-0 that once operated on the San Diego & Arizona Eastern;

- trains now depart from the Campo Depot, whose restoration begins this summer;
- an exhibit hall and downtown San Diego home for the Museum is a possibility by year-end;
- staff has adopted a program for maintaining and upgrading the track over which Museum trains regularly operate;
- the Museum will restore its newly acquired PCC streetcar in time for the opening of the San Diego Trolley's downtown loop;
- from time to time, the Museum plans to offer special trains to various locations along the line, such as Jacumba, Hi Pass, or in to Mexico;
- staff is studying the feasibility of extending or modifying the regularly scheduled passenger service;
- and finally, the Museum is reorganizing and expanding its docent program. This may be the single most important expansion to the Museum's public service that is undertaken in 1988.

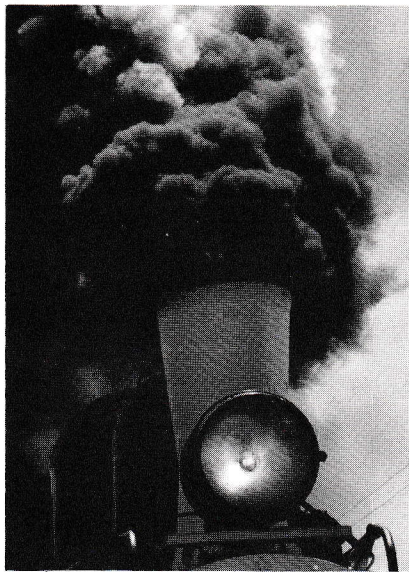
The spirit of cooperation that made the 25th anniversary observances possible pervades the Museum today. Maintaining that attitude will keep the Museum "on track" as it moves into its second quarter-century, and closer to both San Diego and to the Corriso Gorge.



Robert Eikel, Museum President, and Richard Engle, Vice President & General Manager of the SD&IV, congratulate Engineer Geoff Scheuerman (left) at end of trip into San Diego on April 30.



Some of the display at RailFair. From Foreground; Museum's ATSF #1509 Cafe Observation Car, visitors board CSRM's Southern Pacific E-9 and its new Santa Fe F-7 Units A & B, Amtrak's new Superliner equipment, the #1809 in Black Widow livery, Museum excursion car and a Pacific Rail Society open section Pullman behind the #1809, and a box car in the right rear.



A Brief History of the San Diego Railroad Museum 1963-1988

by Eric Sanders and Chalmers Kerr

On April 16, 1961 thirteen San Diego area railroad enthusiasts organized the **San Diego County Railway Museum (SDCRM)**. After canvassing approximately twenty sites for the location of an operating railroad museum, the members decided that Campo was the preferred location. In 1963 the museum incorporated and changed its name to the **Pacific Southwest Railway Museum Association (PSRMA)**.

The museum's first newsletter, **Report, Issue 1**, actually predated the organization. At the first regular meeting **Report** was accepted as the official publication, and, particularly under the editorship of **Larry and Tanya Rose**, has developed into a professional, high-quality publication which has attracted members, donations, and the interest of railfans and museum enthusiasts in the United States and abroad.

Train excursions, one of the museum's first popular activities, began in 1963 and continued to be an important part of the museum. Since then groups, under the leadership of **Ann McVeagh**, have traveled to many distant locations. The "One Day Train Trip in Mexico" to Puerto Penasco has become a legend, attracting thousands of Southern California residents over the years. The excursion program continues to be a popular public program and an important revenue-generator for the museum.

The museum's first exhibit site was on an industrial spur track near Harbor Drive and Crosby Street on the waterfront. even more successful was the "Golden Age of Railroading Exhibit" on the Embarcadero across from the "Star of India." This exhibit opened the Bicentennial Year, 1976, and closed in 1983. During this time the ex-**Coos Bay steam locomotive No. 11, Car 1509**, and the **Robert Peary** were open to visitors. During these years tens of thousands of residents and tourists were given a glimpse of early day U.S. railroading.

The museum's first permanent exhibit facility, the **La Mesa Depot Museum**, consisting of the original La Mesa Depot restored and placed on its original site and a changing exhibit of rolling stock, was opened officially on April 18, 1982. Beginning with the donation of a wig wag in 1964, an ex-**Santa Maria Valley** express rail bus in 1965, and four steam locomotives in the 1966-68 period, the museum's collection of rolling stock grew slowly but surely. In recent years the number of donations has exploded. Rolling stock now totals 47 major units and 9 minor pieces of equipment. Included are steam and diesel locomotives, passenger cars representing different eras, a growing collection of freight cars, a special exhibit of cabooses, and a wide variety of rail and automotive support-

ing equipment. Recent additions to the rolling stock include **San Diego & Arizona Eastern** steam locomotive #104, and private car #050 'Carriso Gorge,' donated in 1982, and **Southern Pacific** steam locomotive #2353 acquired in 1986. Rolling stock has been donated to and purchased by the museum.

Thirteen years ago museum membership began growing at an explosive rate, thanks to the efforts of the **Roses**, jumping from 182 members in 1975 to today's nearly 2000 members. Included among the new members are those with engineering and mechanical skills and an increasing number skilled in fields like management and public relations. As a result of this growth, contributions were made by the Sefton Foundation, The San Diego Community Foundation, the City of La Mesa and HUD, and the Board of Supervisors' San Diego County Community Enhancement Funds. Numerous cash donations have been received from members and friends in support of special projects and general museum activity.

One of the museum's biggest milestones occurred on May 23, 1979, when the Metropolitan Transit Development Board passed a resolution supporting the building of an operating railway museum in the Campo area. On October 22, 1980, the County of San Diego sold 3.59 acres of property in Campo to the museum for use as its headquarters for a museum railway.

Over the next few years volunteers worked on the major task of converting the large former gymnasium on the Campo property into a car barn, laying trackage for storage and to connect with the adjacent mainline. During the summer of 1984 an 800-foot siding was laid at Miller Creek to provide a runaround for the locomotives of the excursion train. In 1985, another major milestone was reached with the inauguration of passenger service by the museum, operating as the **San Diego and Arizona Railway**. This activity has become one of the museum's great successes and a major source of income, with two trains daily, every Saturday and Sunday, year-round for over two years.

The name of the museum was changed in the fall of 1987 to the **San Diego Railroad Museum** to make it easier for the general public to recognize the scope and purpose of the museum. This coincided with the beginnings of preparation for **RailFair '88**, the largest public event held by the museum to date. **RailFair** also marked the beginning of train service from the original Campo depot. All trains now load at this point and the museum gift shop and ticket office are now located here.

COMING ATTRACTIONS

JUNE 24—GENERAL MEMBERSHIP MEETING
at SDG & E Auditorium, 101 Ash Street, San Diego, at 7:30 PM. Main event will be "Relics of the Raj," Dr. Dan Marnell's slides on Steam Trains in Pakistan and India—4 gauges & elephants from the Afghan frontier to the Taj Mahal.

JUNE 25—TRAINMAN & BRAKEMAN CLASSES
at the Old Stone Store in Campo. Date of second class is JULY 9. Additional BRAKEMAN CLASSES will be held on SEPTEMBER 24 & OCTOBER 22.

ANY WEEKEND—

if you haven't ridden the train at Campo, or seen the equipment since the RailFair restoration project was completed, you owe it to yourself to take a ride.

JULY 30-AUG. 7—COPPER CANYON TRIP

SEPTEMBER 3-17—BRITISH RAIL 88,
an excursion in Scotland, England and Wales.

OCTOBER 15—NEXT SPECIAL MUSEUM TRAIN TRIP
Destination not yet determined.

NOVEMBER 5—PUERTO PENASCO-1 DAY TRIP

NOVEMBER 12-20—COPPER CANYON TRIP

**DECEMBER 30-JANUARY 2—NEW YEAR'S EVE
EXCURSION TO PUERTO PENASCO**

NEW GIFT SHOP IN CAMPO DEPOT

Thanks to the efforts of volunteers from the Museum, the depot was rehabilitated this spring and now houses a gift shop with a larger and better selection of books, collectors' items, shirts & caps, railroadiana, toys, posters, and souvenirs than ever before. Train ride tickets are sold in the gift shop, and the phone is manned on weekends to field information phone calls. The Operations Department is also located in the Depot, causing greater centralization of effort and more coordination than we have enjoyed in the past. This group effort was brought about by the efforts of **Barney Barnier, Kenny Heflin, Diana Scheuerman, Jack O'Lexey, Dave DiGiorgio, Harry Doering, Ron Hyatt, Jim Lundquist, Scott Thompson, Norm Hill & his Restoration crew, Geoff Scheuerman & his Mechanical crew, and Maxine & Don Sanborn.**

The Gift Shop was also a big hit at RailFair, bringing in over \$12,000. That effort was planned by **Scott Thompson and Maxine Sanborn**, and made possible by **Dianna Scheuerman, Kenny Heflin, Belinda Lundquist**, and many other museum volunteers, as well as volunteers from **Kappa Kappa Psi** and **Tau Beta Sigma**, the music fraternity and sorority at SDSU.

Special Discount for Members while supplies last

RailFair Sweatshirts—reg. \$18, now only \$9

Corduroy Caps—reg. \$9, only \$4.50

T-shirts—reg. \$8, only \$4

MEMBERSHIP GIFT CERTIFICATES AVAILABLE

Write: Membership Director, San Diego Railroad Museum
4695 Nebo Drive, La Mesa, CA 92041

What About Membership

At the same time RailFair was being put together, many other changes were taking place in the Museum. As a result, there has been a delay in sending renewal notices and membership cards, but this will soon be corrected. First, the long awaited benefits for Museum members were planned and a way of administering them was put together. Second, Dave Mason took over as Membership Director. With the help of his wife, Ellen, and John Baxter, he began the difficult process of converting the membership files from the Apple 3 computer to the new IBM system. This work is still in process, and will hopefully be completed by the end of June.

New membership cards are being printed with the San Diego Railroad Museum logo. These will entitle the bearer to enter the Museum free of charge, both at Campo and at the exhibit hall planned for downtown San Diego when that facility opens, and to a number of free train rides depending on the category of membership held. Members will receive special discounts in the new gift shop in the Campo Depot, as well as discount and advance reservations on special excursions. Other benefits are listed below:

CATEGORY	DUES	BENEFITS
Student/Senior	\$15	Museum Pin, 1 SD&A Pass
Individual	\$25	Museum Pin, 1 SD&A Pass
Contributing	\$50	1 Pin, 3 Passes, Hat & Patch or Shirt
Supporting	\$75	2 Pins, 4 Passes, Hat & Patch or Shirt
Sustaining	\$150	2 Pins, 1 Annual SD&A Pass, 2 Ride Passes, RR Belt Buckle, Hat & Patch or Shirt
Life	\$500	2 Pins, lifetime SD&A Pass, name on Life Members Plaque
(Senior Life \$300)		
Gold Spike Life	\$1000	2 Pins, lifetime SD&A Pass, enrollment on Gold Spike Life Members Board, personalized Gold Spike plaque, RR Clock with Museum Seal, 2 Puerto Penasco Guest Passes

Note: Life Members may become Gold Spike Life Members by contributing an additional \$500.



Museum Dining Car and Hotel Services Department prepares for trip. From left: George Heflin IV, Jennifer Barnier, and Helen Finney.



A panorama of rail history—California State Railroad Museum's Santa Fe F Unit and its Southern Pacific E9 sit on display at left as the San Diego Railroad Museum's Shay races the Los Angeles bound Amtrak. **Photo by Stephen Fitch**

CREDITS

This issue of "Report" has been edited by two special guest editors. The Museum Board of Trustees would like to thank **Ann Beversdorf** and **Charles Alban** for their outstanding efforts in producing this publication for the members and supporters of the Museum. Thanks also to the many writers and photographers who contributed. The Board would also like to **invite persons interested in helping with future "reports" to please contact Scott Thompson by writing or phoning the Museum.**

"Report" is the official publication of the San Diego Railroad Museum, a division of the Pacific Southwest Railway Museum Association, Inc. The Museum maintains the restored La Mesa Depot, which is open weekend afternoons, and the Museum at Campo, where weekend train rides are offered. **Call (619) 697-7762 for information, or write: San Diego Railroad Museum, 4695 Nebo Drive, La Mesa, CA 92041.**

Executive Director—Jim Lundquist, *Public Services*—Scott Thompson, *Facilities*—Barney Barnier, *Mechanical*—Geoff Scheuerman, *Operations*—Ron Hyatt, *Restoration*—Norm Hill.

SAN DIEGO RAILROAD MUSEUM

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