



Fall '88

REPORT

Freight Issue

OFFICIAL PUBLICATION OF THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION
—OPERATING THE SAN DIEGO RAILROAD MUSEUM AND THE SD&A RAILWAY—



The Museum's gear driven Shay steam locomotive pulls the excursion train through the rugged terrain of East County on its way to Miller Creek over Labor Day weekend. Extensive mechanical restoration has been done on the Shay in the past few months, thanks to the generous contribution of trustee **Dan Marnell**, Museum Vice President, and the hardworking determination of **Doug Mick** and the

Mechanical Department. **Dennis Dougherty** of the California State Railroad Museum has also contributed much expertise and assistance. After the shakedown run and a few more minor repairs, the hope is to steam up on a regular basis—perhaps monthly except during extreme weather conditions.

Photo by Stephen Fitch

Barnier Named to Executive Director Post

On September 1, 1988, when Jim Lundquist's resignation as Executive Director became effective, **Albert B. "Barney" Barnier** stepped in to take over the leadership position at the request of both staff and board. He takes over in time to prepare for the third year of the Museum's five year growth plan, and faces a big job in confronting the Museum's financial position during a period of tight budget and seasonally restricted cash flow. He also faces a difficult challenge in re-unifying an organization divided into factions by a number of emotional questions regarding the Museum's priorities. These questions range from serving the non-railfan public versus the railfan members, to the priorities of providing general "entertaining" instruction through the excursion railroad, versus the more purist interpretation of a museum preserving only an historic collection presented through static exhibits.

New Safety Officer Appointed

Eight years ago **Mike Reading** joined the Museum to help with the restoration of the La Mesa Depot. This broadened the base of his experience from his days in the the N-scale Model Railroad Club and the San Diego Model Railroad Museum in Balboa Park. Since then he has specialized in mechanical restoration of locomotives and other power equipment, and played a major role in restoring the GE 45 ton switcher #7485 to operating condition for the Great Freight in 1983. Mike's background in diesel mechanics goes back a ways, since he has an Associate degree in Diesel Technology from Miramar College and has been a heavy equipment mechanic with Hawthorne Machinery for the last five years.

Diesel is not his only concern. Several years ago he was injured in an industrial accident, and has since taken a high interest in safety procedures involved in working around heavy equipment. At the request of the Staff, he has taken on the duties of **Museum Safety Officer**, and will report directly to Executive Director Barney Barnier. Mike sees his responsibility as covering two areas— safety on board the excursion train for both visitors and crew, and safety around the Museum site, primarily in the procedures for proper use and storage of tools, equipment and materials used in the Museums construction, restoration and mechanical activities.

As Mike sees his duties, "Periodically I will be making inspections of the equipment used on the excursion train, looking for potentially hazardous defects, such as faulty or missing door latches, problems with seats, bad deck plates or diaphragms. I also intend to review all procedures involved with storing and using tools and materials. I think it is important that all members working on site be checked out in the safe and proper operation of air compressors, arc welders, forklifts, and cranes before they use equipment of this type."

These challenges face the new Executive Director at a time when the growth of the Museum's operations already demands increased professionalism in the staff and almost full-time service to the members and the public. The aim is to have the Museum open for five days each week at Campo, to automate the La Mesa Depot so that exhibit is available to the public inspection every day, with personal or group tours by appointment, and to establish almost full time clerical service for the Museum.

After retiring from the Navy as a Chief in 1974, he joined PSA as Plant Maintenance Mechanic, and now works for US Air at the Engine Overhaul Facility on Miramar Road. He also became a licensed electrical contractor and started his own business, which he still maintains. Barney joined the Museum in 1980 and became active in the restoration of the **La Mesa Depot**. His personality and his varied technical and management background give him unique qualifications to meet the needs of the Museum at this time. Barney became **Director of Buildings and Utilities** in 1982, and began work on the car shop at Campo. In 1985, he became **Superintendent of Museum Facilities**, and has worked to develop a strong cadre of volunteers in that department during the last three years.

The experience Barney has had in the Facilities department has shown him the importance of organization, regular planning meetings and two way communications with the volunteer workers who have stuck with him through the years. This is a policy he hopes will spread throughout the Museum. With the help of the hard working staff of Superintendents, the regular volunteers and now Don and Max Sanborn, Barney hopes for much progress and growth for the Museum in the months ahead. He will need the support of all the Museum members to help realize the Museum's best potential.

Welcome Barney, and best of luck!

Unique Rail Slides

Send for a set of 10

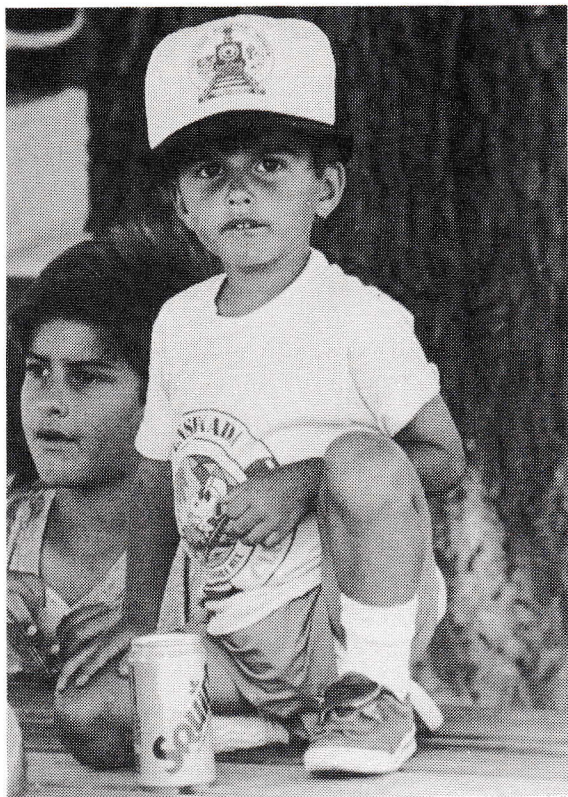
COLOR SLIDES

of the

MUSEUM'S SILVER ANNIVERSARY SPECIAL

on its historic run between Campo & San Diego. A slide or two of **RailFair** is also included. Send check for \$20 to Brenda Bailey, c/o San Diego Railroad Museum, 4695 Nebo Drive, La Mesa, California 92041.

Enclose return address label and allow 5-6 weeks for delivery. Orders must be received by December 1. Proceeds will benefit the Museum.



A serious railfan apprentice waits to board the Labor Day excursion run. The fact that the Shay steam locomotive pulled the train made the trip even more special.

Hard Working Excursion Committee Schedules More Trips

Recently the Excursion Committee put out a mailing reminding members of their two trips scheduled for November. On November 5, **The Puerto Penasco Special** will make its one-day round trip, departing from Calexico/Mexicali. Cost to Museum members is \$40, with children 12 & under \$20. There are bus connections available from San Diego, La Mesa and Escondido, and an overnight hotel room in Mexicali if desired. For information, call Carmen (619) 582-9135, Sylvia (619) 428-6338, or Bill in the Palm Springs area (619) 328-8469. Act now to reserve your seats.

The other November trip is the 9 day rail excursion from **Mexicali to Copper Canyon** and return. This trip is organized by Corrine Gallagher and Shirley Simpson, and is an experience not to be missed. Unfortunately, if you aren't already booked on it, you missed it. Too bad, because at just \$725 including chartered Pullman car, hotels, bus connections from San Diego and some meals it was a tremendous deal. The November trip is sold out, but you can look for it again in the spring—probably in late April.

Thanks are due to the Committee members who worked hard to organize these trips and get the mailing out. **Sally Anderson, Carmen Donavon, Corrine Gallagher, Sylvia Montero, Jack O'Lexey, and Shirley Simpson** are the folks who put the trips together and did the mailing and trip coordination.

Historic Hipass Trip Planned by Museum

For the first time since 1951, a passenger train will run to Hipass on the SD & A. Some of the trip will be familiar to many Museum members, since the first eight miles will cover the trackage of the regular weekend demonstration train run—from **Campo Depot east through Campo Junction, Barrett, Brown Dog, Sport Curve, Clover Flat, and Miller Creek, the site of the old water tank from steam days.** From that point, the train will be on "new" territory, going east over the magnificent **Upper Campo Creek Viaduct**, the beautiful steel bridge over Campo Creek and highway 94. This bridge is approximately 700 feet long, and was the longest bridge on the original routing of the SD & A. It was completed on April 18, 1918, and remains an impressive engineering feat to this day.

From there the train will continue on past the old siding at **Pueblo**, which offers views clear back to Campo and on to **Hipass**, the highest point on the SD & A at 3660 feet. The view from this point near the border offers breath-taking vistas into 25 miles into Mexico. The railroad built a wye and passing track at Hipass, but the wye was removed when the steam locomotives disappeared. Passengers will disembark here to explore the area and enjoy a picnic style barbecue lunch. Then the train will return back to Campo on the 1.4% grade. The total distance round trip is 37.4 miles on the San Diego & Arizona.

Expected departure time from Campo Depot is 10:30 AM, Saturday, November 19, with a return at approximately 4:30 PM. Round trip train fare, including meal and beverage is \$45 if you reserve and pay by November 1, or \$55 if the ticket is purchased after November 1. Space is limited, so it is recommended that you reserve early. Approximately half of the 300 seats available are already taken. To reserve your seats, mail a check made payable to the San Diego Railroad Museum to: Hipass Trip, c/o Jim Lundquist, 2870 Morningside St., San Diego, CA 92139-3528. Be Sure to enclose a stamped, self addressed envelope, and enclose your telephone number. You may also charge your tickets to Mastercard or VISA—enclose your card number, name as it is on the card, expiration date, number of tickets desired, amount authorized to be charged, and your signature.

This entire trip was conceived, planned and organized by **Jim Lundquist**, and the income from the trip will be used to retire some of the debt the Museum incurred in its major restoration efforts of this year. Many other folks are also helping to put this trip together, and their efforts will be covered in the next issue of the "Report", together with some great photos of the trip. Thanks Jim.

Jim Lundquist Closes an Era of Exciting Leadership as Museum Executive

By Scott Thompson



Former Museum president and executive director **Jim Lundquist** in the cab of the *Shay* on a recent steam-up.

In 1980 a young student from San Diego State University was elected President of a small railroad museum in San Diego County, and with that the fire was stoked, the steam raised, and the throttle pulled for what was to become one of the fastest growing railroad museums in the country. That young man was **James Justin Lundquist**, and after eight years of putting the Museum first in his life, Jim is retiring as Executive Director. This article is about Jim and the major role he played in building our Museum.

After graduating from Mount Miguel High School in 1974, Jim went to work for Amtrak, which was still in its infancy. Starting at the bottom as a janitor, he worked his way up to lead ticket agent. Some of the stations Jim worked include San Diego, Del Mar, Oceanside, Fullerton, Glendale, the Los Angeles Reservation Bureau, Denver, and Gallup, New Mexico.

In 1976, Jim figured it was time to start college, so he enrolled at Southwestern College and after completing his A.A. degree, he transferred to San Diego State University to work on his bachelor's degree. When he began at State, Jim didn't like the degrees that were offered, so he created his own degree and in 1979 became the first to graduate with a degree in transportation geography from SDSU. While in his senior year, he was able to intern with the Metropolitan Transportation Development Board. At that time, the MTDB was in the process of planning the first segment of the San Diego Trolley

system. Upon graduation, Jim became a full time transportation planner with MTDB, but in 1981 he pushed away from the desk and sat down at the controls of a San Diego Trolley, where today Jim is the number two operator of the trolley.

Although he became President of the Pacific Southwest Railway Museum Association at the early age of twenty-five, even then Jim was no stranger to the Museum. He has been a member since 1970, when he joined the Museum at the age of fifteen. In 1976, after working for Amtrak, he started to become active by working on the restoration of the Museum's Santa Fe Observation Car #1509. Jim's involvement continued to grow and has included many Museum's offices. Some of the positions Jim has held include: Secretary from 1977 to 1980; Excursion Director in 1978; President from 1980 to 1983; and Executive Director under the Museum's new organization structure beginning in 1983.

The first goal that Jim set for himself as the new President was to find a permanent home for the Museum, something that had only been dreamed about for many years. That goal was quickly reached on October 22, 1980. The old army gym in Campo was purchased from the County of San Diego. Jim then set his second goal, which was to prove a long and complicated task. That goal was to build the small museum into a well known operating Museum. First this goal involved the laying of track. Jim was able to arrange the donation of the required track materials, and was involved in almost every swing of the

spike maul to get that track ready for use. The second step was acquiring the equipment, both for Museum historic and educational exhibit, and for the operating excursion display. Jim either lead the charge or was highly involved in the acquisition and transport of the new equipment, including the San Diego & Arizona steam engine #104, the private business car "Carriso Gorge", the Southern Pacific steam engine #2353, the SP Harriman coach, the Alco RS-2 diesel locomotive, the Union Pacific Cafe-Lounge #4054, and the newly restored SD & A passenger coaches that were former Erie Lackawanna electrics.

Once the tracks were laid in Campo, Jim arranged for the 'Great Freight' in July of 1983, which gathered the major portion of the Museum's equipment collection onto its own property for the first time in its existence. This project involved obtaining permission from the MTDB, the San Diego & Arizona Eastern Railway, The Mexican railroad—Tijuana y Tecate, and the US Customs Service. That was one of the greatest feats ever undertaken by a railroad museum at that time. The Great freight was followed in 1987 by 'Great Freight II', which brought the remainder of the Museum's collection out to Campo (except for the three car display train at the La Mesa Depot). By now the Museum's collection numbered well over 60 pieces of rolling stock.

When the time came that the Museum believed it could begin its goal of operating an excursion railroad, Jim went to work negotiating with the SD & AE and the MTDB, and with their managing operator, the San Diego & Imperial Valley Railroad to arrange trackage rights and operating conditions to allow the Museum to run trains on a consistent basis. Jim also had to make arrangements with the Interstate Commerce Commission, the Federal Railroad Administration, the Public Utilities Commission, the California Department of Forestry, and many others to gain approval for the project and get the trains rolling. Well, he did it, and on January 3, 1986, the first passenger train departed Campo under the control of the Museum and its staff.

Another main ingredient to the Museum's growth was also brought about through Jim's initiative. In 1983, after looking at the large, successful museums in San Diego and around the country, Jim realized that the only path to growing the Museum lay in expanding its appeal beyond the population of railfans, and going out to the public at large as other museums do. To begin this process, he enlisted the support of the membership to change the bylaws and create a Board of Trustees as the governing body of the Museum, replacing the staff department heads in that role, and leaving the staff the actual operating duties of the museum. This process began the professionalizing and long range planning for the Museum that lead to the growth over the next few years, and more than doubled the size of the Museum's budget. It also lead to such major program undertakings as the twenty-fifth anniversary celebration, the Silver Anniversary Special, RailFair, and a number of major acquisitions. These foresighted changes also provided the groundwork to select and protect the long term goals of the Museum and begin its establishment as an out-

standing railroad museum and educational institution worthy of San Diego and Southern California.

Jim also arranged for some of the funds necessary to support the Museum's growth, including a generous \$25,000 grant from the Sefton Foundation, connected with the San Diego Trust & Savings Bank. He also arranged the Museum's first public grant from the County of San Diego for \$10,000. Other fund raising activities included arranging two special trips on the El Cajon branch of the SD & AE Railway, which departed from the Museum's own La Mesa Depot. Among his greater achievements was arranging this year's Silver Anniversary Special, the first round trip passenger train in 37 years from Campo to San Diego via Tecate, Tijuana and San Ysidro. The nine car train carried over 550 passengers each way and grossed over \$52,000 for the Museum.

While Jim has spent most of his personal life with the Museum, many of the members and volunteers were able to share in two special moments in his life. First, on July 19, 1986, many museum members were in attendance when James Lundquist and **Belinda Sandovar** became husband and wife. Since then, Belinda has been a willing and hardworking volunteer at the Museum, and has participated in many activities. But Jim's efforts at recruiting members and volunteers did not end there. He and Belinda have recently been blessed with the birth of young **Justin James Lundquist** on September 20 of this year. That is the second family event in which many museum members participated, with their offers of congratulations to the happy couple and welcome to the Museum's newest railfan.

Jim retired from his position as Executive Director on September 1, but he is not leaving the Museum. He plans to be very active in his areas of interest, including the steam and public education programs. Even now he is the main organizer in setting up the November 19 barbecue and trip to Hipass, a first in 37 years. This trip will not only be an experience for the passengers, but will also raise funds to help the Museum retire some of its debt from the extensive restoration work of the past year.

It is absolutely accurate to say that this Museum could not have sustained the growth and achievements of the past eight years without the leadership and sacrifice of Jim Lundquist. It is also perfectly correct to say that the history of this museum could not be told without many significant references to Jim and his accomplishments, audacious and otherwise. The Museum owes him a great deal of gratitude, respect and admiration for what he has done, what he has attempted, and the challenges through which he has lead the Museum. Jim Lundquist has truly given of himself to the Museum so that future generations will be able to see and experience the history and thrill of America's golden age of railroading. Those who know him are betting he's not done yet.

Thank you, Jim.

Membership Responses to Name Survey Counted at Board Meeting

At the September Board of Trustees meeting, the results of the recent vote to indicate the preference of the members for the Museum name was counted. A total of 580 valid ballots were received, making this the largest membership vote in the museum history. **Harry Doering**, former Director of Administration and long time Museum member collected the sealed envelopes from the La Mesa Depot and he and a group of volunteers opened and counted them during the Board meeting. Assisting him in this task were **Dale Prescott, Jim Hamill, Dick McIntyre and David DiGiorgio**.

More than two thirds of the members voting chose to sustain the action of the Board in choosing the San Diego Railroad Museum as the sole operating name of the Museum, rather than Pacific Southwest Railway Museum Association. The actual count was 393 in favor of SDRM, and 187 in favor of PSRMA.

Once and for all, the Board chose to resolve the issue of how much support they enjoyed from the membership. Therefore, they asked for the members to vote on the name, and stated the three reasons for each position clearly and succinctly in the ballot. In spite of the large vote of support, when it became clear that a group of members remained very strongly opposed to the name San Diego Railroad Museum, the Board

again chose a compromise, which hopefully will put the question to rest for good. A bylaw amendment was passed which accepts PSRMA as the legal name of the Museum, and lists several operating names, including San Diego Railroad Museum, San Diego & Arizona Railroad, and the La Mesa Depot Museum. According to Executive Director Barney Bamier, the staff will meet with interested parties and set a format of directions as to which name will be used in what circumstances, how it will appear and when.

The Board also appreciates the expression of support from the membership for its position. It is working to serve the interests of the entire community, and of the members. Everything possible to democratise the decision making process of governing the Museum has been done. Now it is time to put the controversy aside, and to resume the business of building and improving the museum, by whatever name you wish to call it.

COMING ATTRACTIONS

November 5—Puerto Penasco, 1 day trip
November 12-20—Copper Canyon Trip
November 19—Steam training class at Campo
November 19—Special HiPass Rail Excursion/Barbecue
November 22—Board of Trustees Meeting
December 30-Jan. 2—New Year's eve Puerto Penasco trip

Sanborns Return to Help Staff Museum

Don and Maxine Sanborn returned to the Museum at the beginning of October. Many people recall that they came to the Museum last spring to help provide a full time supervisory presence at Campo during our efforts to prepare for RailFair. In that time, Don made an impression on everyone with his general expertise in mechanical and train operations areas. Maxine also made many valuable contributions in the operations of the gift shop.

At the invitation of the Board and staff, they have returned to the Museum on a semi-permanent, seasonal basis. Don will be taking an important role in our own train operations and mechanical efforts to improve the equipment. As **Campo Site Manager**, he will be working closely with the Museum staff on a daily basis to coordinate and maximize the Museum's volunteer effort. Maxine will take over as **Gift Shop Manager/Buyer** and will handle the daily operations of the gift shop.

Don's background offers extensive rail experience, in addition to a wide ranging band of non-train interests. For the last twelve years he has been with Kyle Railways, Inc., in their California Western Railroad operation at Fort Bragg. He began with them as Trainmaster, and spent the last eight years as Transportation Superintendent/Safety Officer. He also spent 24 years with the Southern Pacific Railroad as Locomotive fireman and engineer on both steam and diesel locomotives for yard, freight and passenger service. He is a journey-

man diesel mechanic and a former member of the International Association of Machinists local#1546.

Somewhere in his busy career, he found time to run his own company for two years, and operated underwater salvage and repair, tugboat service as well as a retail ships' chandlery, a marine electronics store, and a diving school and equipment store. That probably fits in with the fact that he did commercial deep sea diving for a time, and is a former member of the Pile Drivers, Bridge, Wharf & Dock Builders Union, Local # 34. Oh yes, he's also a certified scuba diving instructor with NAUI. But just to show that he's not all wet all the time, he did find time to convince Maxine to marry him. Not only do they have six grown children and eight grandchildren, but her help probably accounts for him having time and organization to do all those fine things. Max's organizational and planning ability should soon be felt in the gift shop, as her presence will no doubt be felt by all the visitors to Campo.

One of the big advantages they will offer is that the Museum will now have someone on site from Wednesday through Sunday. Trains will be operated only weekends and holidays, as in the past, but anyone wishing to work on a volunteer project during the week, or any tourists wishing to visit the Museum to view the collection will now have a much wider time frame from which to choose.

Welcome Max and Don!

Getting into Training!

By Dick Ruppert

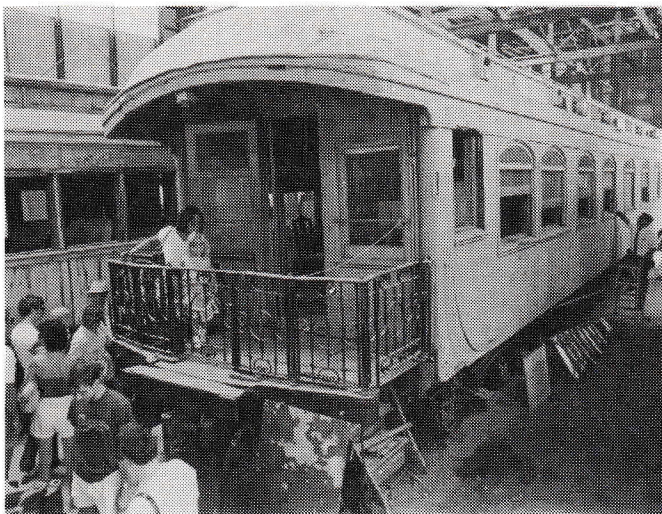
Return of the Shay to service and progress on restoration of steam locomotive #2353 has generated increased enthusiasm for the Museum's steam program.

Steam Foreman Doug Mick has devised a training program for all people with interest in steam. Those who aspire to be steam engineers and firemen, those who want to help the Mechanical department get steam locomotives running, and those who would just like to learn about steam's why's and whereof's should take this course.

The plan is to feature steam training on one weekend each month, beginning in November and running for six months. The Third weekend of the month will be devoted to a steam course with classroom discussion in the morning and follow-up "hands on" steam locomotive experience for the rest of the day. (These sessions will be held on November 19, December 17, January 21, February 18, March 18, and April 15.) Hands on experience will include maintenance, repair, and restoration work of various kinds. Other courses on steam will follow.

Participation in this series of classes will be almost mandatory for those who want to be involved in steam operations, but the classes are designed to appeal to anyone who wants to learn about steam locomotives.

The fee is \$6 for the first six month session. Participants will meet in the crew lounge in Campo at 9:30 AM each class day. There will be carpool arrangements from the La Mesa Depot at 8 AM. To sign up for the class, send a \$6 check made to the San Diego Railroad Museum to Dick Ruppert, 8236 La Jolla Shores Drive, La Jolla, CA 92037.



A group of visitors inspects the "Carriso Gorge," SD & A #050. This was the private business car of railroad builder John D. Spreckels. In the background is one of the Museum's 19th century "Jim Crow" cars from the Dardanelle & Russellville. We are not sure why Dick Ruppert is on the ladder.



Dick Ruppert leads a group of Museum visitors on a tour through the car shop. At left is the Santa Maria Valley rail bus, and the ATSF caboose #1413 is in the background.

Museum Explores Railroad Explorer Scout Group

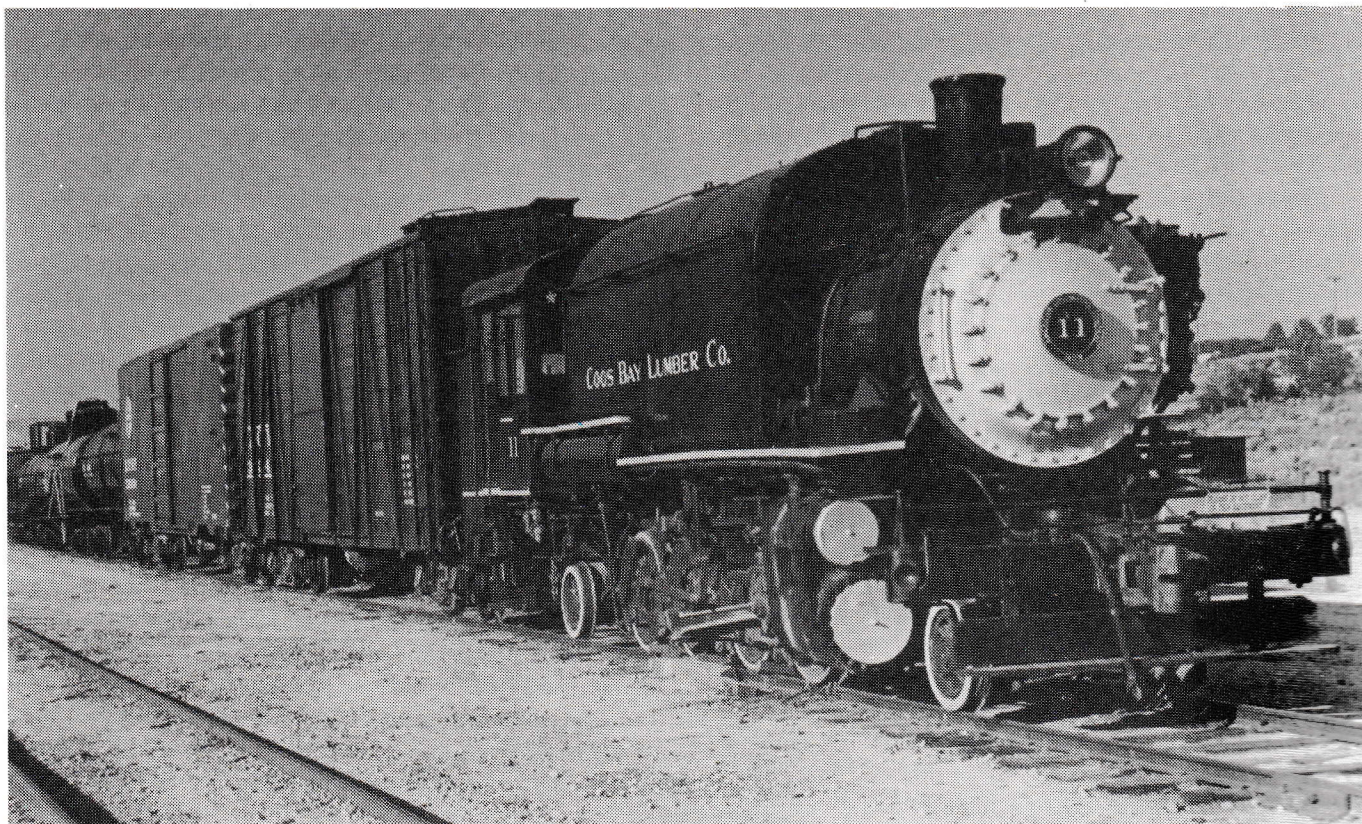
By Dick Ruppert

For a number of years, several people have tried to get a Museum sponsored Explorer Scout group on the rails. Explorer Scout units participate in a wide variety of special interest activities, so it is a natural program for the Museum. An Explorer unit could take railroad trips, visit railroad shop-and freight yards, set up a Museum exhibit, have its own restoration project, rebuild a motorcar for its own use (primarily), get special railroad operation training, and participate in a wide variety of activities oriented to the special railroad interests of its members.

However, activities do not have to be exclusively railroad oriented, and could include bowling, deep sea fishing, backpacking, and almost anything else the members wanted to include. The railroad theme would remain the main focus of the group though.

Formative plans are now being made for the group. Membership is open to both males and females between 14 and 21 years of age. Anyone interested or with questions should contact Helene Finney at (619) 755-7206. Adults who would like to participate or work with the Explorer unit should contact Dave Finney at the same number, or Dick Ruppert at (619) 459-2573.

Restoration Crew Works to Restore Freight Collection *By Norm Hill*



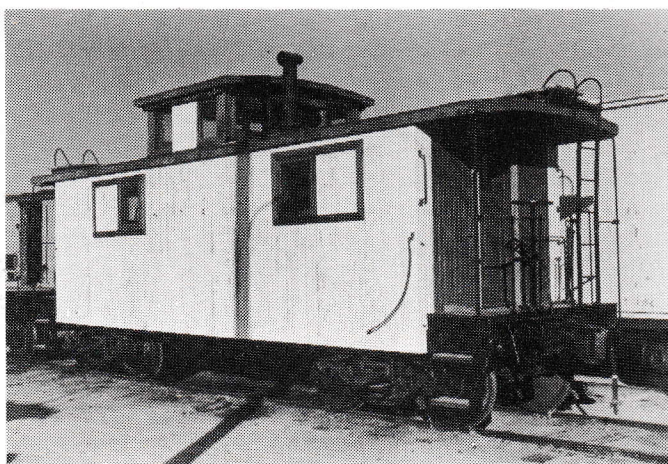
The Museum's display freight train next to the Campo Depot.

Recent restoration projects have focused primarily on the freight equipment. Many of these projects had to be put on hold last winter and spring so that the SD & A passenger cars could be completed in time for RailFair. Consequently, many of **Norm Hill's** restoration crew are both relieved and happy to return to work on a number of their pet projects. A particular source of pride is the display freight train down by the Campo depot. Included in the lash-up are the **Coos Bay Saddle-back Locomotive #11**, a **Santa Fe boxcar**, an **ACY box car**, three **G.A.T.X. tank cars** and the **Kaiser caboose**. Other current or recent restoration projects include:

I. G.A.R.X. flatcar—The Museum's recent freight car acquisition (see the October, 1987 issue of Report) is really showing some fantastic progress these days, thanks to our very hard-working volunteers. This car has had an incredible amount of good things happen to it. Board Member **Bill Neidrich** contacted **Frost Hardwood company**, who gave the Museum a great deal on some beautiful 4"x12" hardwood (apartong)

planks and special flat-headed bolts to help restore the car. Bill located and lined up the flat car, and has "mother-henned" the whole flat car restoration project. Super work, Bill.

In a very few weekends the following has happened: All the old wood decking and wood supports has been removed; all new wood planks have been cut and treated with wood preservative; all the steel framework which was hidden by the old wood from the top of the flatcar has been scraped, wire-

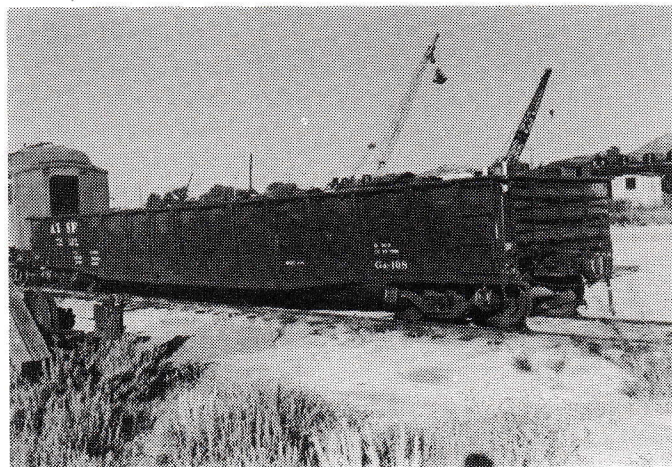


(Photo on right) Seen here is restoration in progress, showing the new wooden siding on the 1920 era **C&O Caboose #90571**. This is the first project where the old wooden siding was completely removed and replaced.

brushed, coated with a special rust-remover and completely cleaned up—all in one Super Saturday work party; metal magic was achieved by **Dick McIntyre**, who designed and built a special tool to repair a badly damaged stake-pocket and also restored and installed a very old brake wheel; new 4"X4" supports have been reinstalled, and many of the new planks have been installed already; the lettering on the car has been completed by **Larry Rose**.

The 'Super Saturday' workers were **Harry Hurry, Barney Barnier, Cliff Pennick, and Jim Hamill**. The carpenters on the project were **Ted Kornweibel, Larry Rose and Steve Wade**, who even worked some weekdays. The hardwood planks were treated by **Paul Bortell, Geoff Sheppard, Cliff Pennick Gayle Dyreng, Ted Kornweibel, and Frank Stites**.

Thanks to the efforts of these dedicated people, the Museum now has a fully restored, 1920 era flat car in beautiful condition.



Pictured is the Santa Fe Gondola with some of the museum's crane collection in the background.

2. C & O Caboose #90571—Our "Little Red Caboose" has also seen some recent restoration progress. All exterior woodwork has been completed. The sides of the cupola have been replaced, and new wood trim has been installed around the doors. **Ted Kornweibel and Frank Stites** did all the carpentry, and Ted also installed new step wood. The car's wood sides and ends were then sanded smooth by **Bill Barbour, Ronnie Diczhazy, and his friend, Lee**.

All the metal on the cupola has been stripped, using chemical strippers and grinder brushes. New member **Ron Diczhazy, his son Ronnie, and Ken Faller** completed this dangerous task.

The plan is to have this car completed and painted bright red within the next few weeks, but help is still needed. Come out soon to work on this old 'shack'.

3. Santa Fe Gon #72312—Progress has been made on the Museum's 1950 era Gondola in the last two months. Our Museum is one of the few that does restoration work on car trucks, largely because it is exceptionally hard and dirty work, and is noticed only by the real rail fan. Several decades worth

of paint and old crud were removed from this particular car, and the trucks now look like they just came from the shop, thanks to the efforts of **Bill Barbour, Ken Faller and Norm Hill**. The ends and sides of the car were then cleaned and carefully sanded by this same crew, and the car was lettered by **Larry Rose**.

4. Southern Pacific Caboose # 644—**Ted Kornweibel** completed the car's interior woodwork. **Norm Hill, Bill Barbour and Ron Diczhazy** final painted the car's interior, and **Ronnie Diczhazy** joined them to paint the floor.

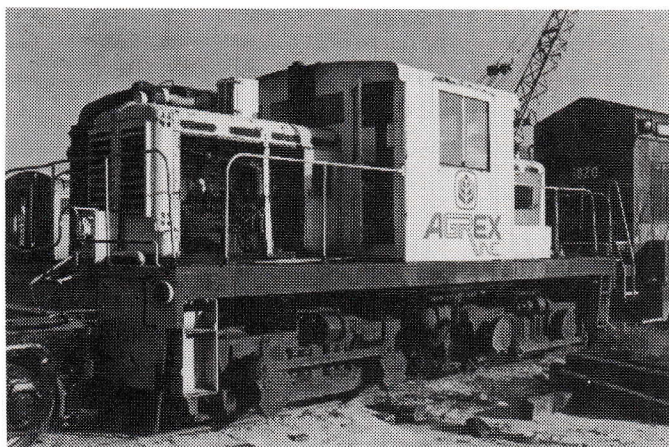
5. Southern Pacific Harriman Coach—A major project currently in the works and in need of volunteer help is the Museum's Harriman coach. The car was converted to an office while at the Imperial County Fairgrounds. Thanks to the efforts of **Jim Hamill, Bob Haney, Ronnie Diczhazy, and Norm Hill**, the car's interior is now looking like a railroad coach again. All the old paneling, ceiling panels, and flooring have been removed, and the windows are now being reconverted to original condition so that they open properly.

6. P.C.C. Streetcar—This project has not yet been started, but is ready to begin as soon as volunteers are available who would like to undertake the task. Immediate tasks necessary to restore this old style streetcar of the type that operated in San Diego include cleaning and washing the interior, replacing broken windows, and sanding and needle-gunning the exterior. The electrical system also needs to be checked out and a mechanical study made.

Much additional work is needed, and there is plenty of room for more volunteers. Tasks ahead to make this old coach a show piece include sanding some interior parts, chipping interior paint, stripping roof paint, replacing roof masonite, metal repair work, and carpentry to build new doors and windows. **Come learn a new skill(or exercise an old one), work up a sweat, and have some fun! Sign up for Uncle Norm's Industrial Trade and Finishing Charm School.**



Norm Hill paints the interior of SP Caboose #644 Institutional Green. Among the restoration crew, this is also known as "asylum green."



(Photo on left) The **45 ton Whitcomb** industrial switcher locomotive was donated by the **Port of Long Beach** and arrived at the Museum in late June.

(Below top photo) This unusual, late model, industrial caboose #1905 was designed and built by **Kaiser Steel** for their **Eagle Mountain Railroad**, which interchanged with the Southern Pacific. Therefore Kaiser based their design on SP bay window cabooses. Bringing a ship-builder's touch to railroading, the sides and roof of this caboose are all one single piece of steel.

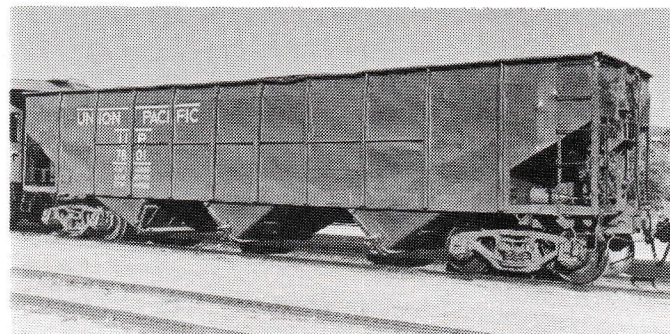
(Below bottom photo) **Southwest Portland Cement Co.** donated the **UP 7801 box car** at the same time they gave the Museum the Fairbanks Morse locomotive, the tank car and an A-5 speeder. This car was also sand blasted, primed and painted. The **UP Historical Society** provided all historical data and lettering patterns.

Museum's RPO Project Rolls On

For some time Museum member **Herb Kehr** has worked to realize his goal of obtaining and restoring a Rail Post Office car for a key Museum exhibit. In fact, he has personally contributed \$10,000 to this effort in addition to all his time and incidental expenses. Furthermore, he has contacted a number of retired RPO clerks, gotten them interested in the project, and has received about \$2000 in contributions from them. At a recent Board of Trustees meeting, following a presentation on how the RPO project was coming along, **Trustee John Baldwin** began a challenge series that went around the room among Trustees and visitors, and raised over \$3000 more for the project.

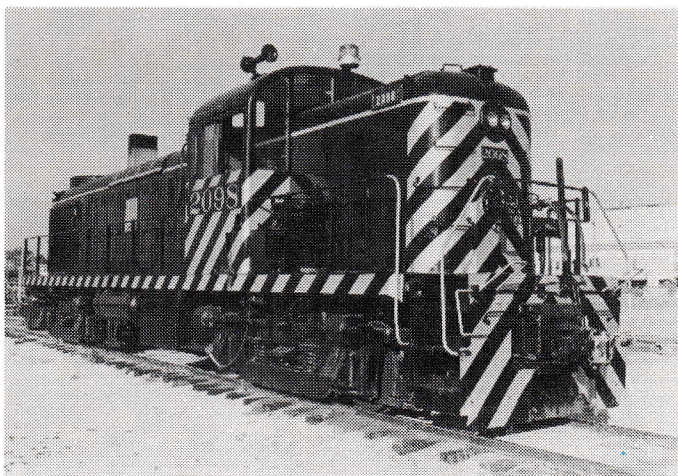
With \$15,000 in the budget, the Museum began seriously looking at possible acquisition targets. One of the more likely possibilities is a Santa Fe RPO, currently doing duty as a gift shop in Houston, Texas. Barney Bamier was dispatched to inspect the car and investigate transport arrangements and costs. Thanks to the help of **La Quinta Hotels**, who provided complimentary accommodations in Houston, and **National Car Rental** who provided Barney with a complimentary car for transportation while he was there, the Museum was able to save most of the contributed funds for the eventual acquisition and restoration of the car. Thanks are also due to Barney, who took his vacation time to make the inspection trip.

The Houston car looks to be in pretty good shape, and will not require extensive restoration work or too much extra expense. However, the costs of transport are enormous, since it will be a difficult lift operation from a tight space, involving two cranes and a long distance truck haul, with two trucks, one for the car body and one for the wheel trucks. When taken together with the actual purchase price, this may prove prohibitive to the acquisition at this time, since the combined cost of acquisition, anticipated restoration and transport exceeds the \$15000 available by about \$6-7000. The Museum is currently looking to alternative transport possibilities and other means of lowering the overall cost of the car. We are also investigating other RPO cars nearer to home as possible targets for our project. In any case, the Museum is on track for an RPO addition to the collection in the near future.



In addition to the thanks due to Herb, Barney, and the many individuals who contributed to this project, special thanks are due to **Christie Jelen** at La Quinta Hotels, who are also our neighbors in Vista, Chula Vista and Rancho Penasquitos. Not only did they contribute accommodations in Houston, but they are also contributing accommodations at their Sacramento hotel next month when Barney again goes on search of an RPO. Our special gratitude also goes to National Car Rental. **Corporate Communications Director Gail Spratt** and the **Houston District Manager, Russell Williams**, saw to it that Barney not only had a first-class, new car for transportation, but that there was no delay or paperwork to endure. According to Barney, these two companies certainly made the trip a pleasant experience.

Any member wishing to make contributions to the RPO fund should mail them to the Museum at the La Mesa Depot, 4695 Nebo Drive, La Mesa 92041. Please make your check to the San Diego Railroad Museum, but mark it for the RPO Fund.



The Museum's 1949 Alco RS-2 #2098 was a Kennecott Copper freight locomotive and was donated by Kennecott. It has a 244 series water-cooled, turbocharged engine, and is one of only two west of the Mississippi still in operation. It was painted in Santa Fe zebra stripe livery for RailFair.

James Hardie, Inc. Help Museum Preserve Depot

In the last few months, several new projects have been undertaken. One of the most important is re-roofing the Campo depot and the line shack next to the depot. The effort has been aided by tremendous volunteer support and by corporate generosity.

James Hardie Building Products, Inc., a manufacturer of roofing materials among other things, has contributed approximately 2800 square feet of high quality fiberglas roofing shakes. **Mr. Kevin Kellow**, the sales manager, was the person responsible for making the gift possible. These **Hardishakes** are especially fire retardent, are the color of weathered cedar, and have a fifty year guarantee. According to several expert sources, they are the finest quality roofing material on the market. The approximate value of the gift is \$15,000. But the company's generosity does not stop there. **Mr. Owen Lloyd**, the local representative, is also working with **Mr. Glen Phelps** of the **Roofing Contractors Association** and with local Hardieshake dealers to arrange for professional roofers to put up the new roof.

Glen Phelps and the RCA are also working on arrangements to roof the line shack next to the depot. The Museum is looking forward to the completion of both projects before the rainy season begins. We are also looking forward to entertaining our friends in the roofing industry aboard one of our SD & A trips.

Mechanical Department Keeps the Wheels Turning

By Geoff Scheuerman

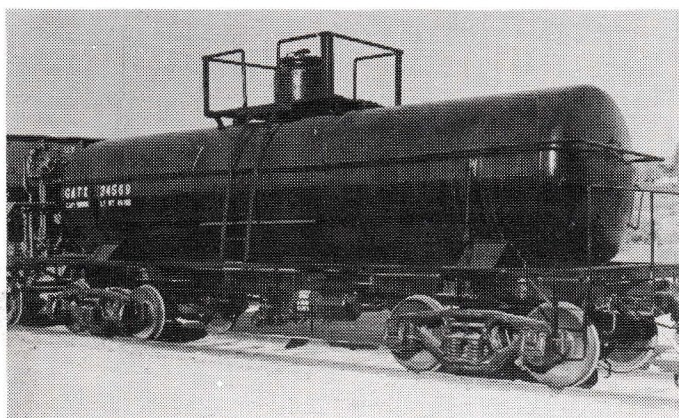
Recently the Mechanical Department borrowed a few folks from the Facilities Department for some special SD & A coach repair jobs. Those volunteers included **Barney Barnier**, **Dale Prescott**, and **Bruce Semelsberger**. Other Mechanical Department regulars included **Mike Reading**, **Jim Lundquist** and **Superintendent Geoff Scheuerman**. The work included correcting many inherited faults on the ex-Erie Lackawanna cars, mostly in the brakes and running gear.

Doug Mick and Company—**Craig Tomlinson** and **Robin**, along with **John Ashman**, **Tony Neece**, and **Dennis Daugherty** from the **California State Railroad Museum** in **Sacramento** prepared the **Shay (Hutchinson Lumber #3)** for a steam up on Labor Day Weekend. This was intended to be a shakedown to see whether the Shay could be steamed up and provide reliable service pulling the passenger train at least once a month or on other special occasions. In spite of minor problems, the test was generally successful, and the Museum can look forward to regular steam service in the near future.

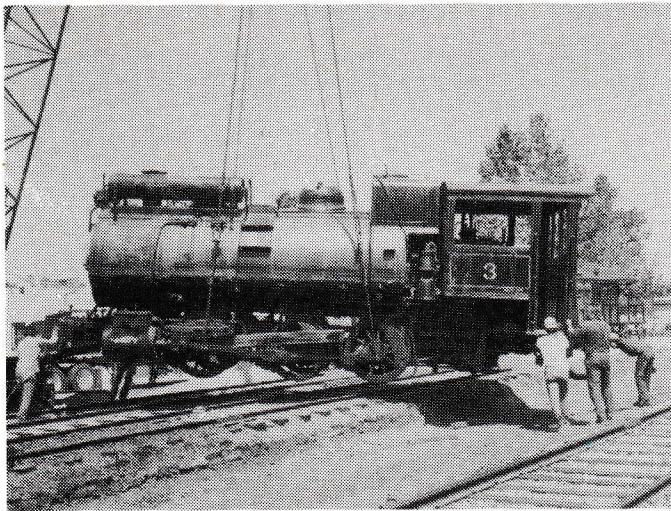
Jim Callahan, **Dick Cupp** and **Stan Paulsen** are currently working on the Museum's Alco locomotive to correct some fuel injector problems and other minor difficulties which did not get repaired in time for RailFair. Following the repair work, it is planned to use the Alco as a regular power unit on the excursion train, sharing those duties with the **SD&A 1809**, the Museum's **MRS-1** diesel.

SD & A Carman Mike Reneau continues to inspect, maintain and repair the Museum's active passenger car fleet. Mike is one of those silent workers who is always there looking to see what needs to be done. Then he pitches in and does it—from replacing brake shoes, fixing door handles, and repairing piping, to any one of the hundred or more challenges a carman can face.

If you think you would like to work on a designated Mechanical Department project, see **Geoff Scheuerman** on Saturdays in Campo, and he will gladly put you in touch with a project foreman who needs your help.



The tank car GATX 34569 was a chemical tank car donated by Southwest Portland Cement Co. It was completely covered with cement when it was received, and was then sandblasted and restored at La Mesa. It was newly painted and lettered this year.



So who needs a turntable? With the track construction for the San Diego Trolley going on at the La Mesa depot, the Museum's display train was moved to a newly installed display track adjacent to the original track. Pictured is the Museum's 1923 Davenport Locomotive, Mojave Northern #3.

Photo by Charles Mucha

Gift Certificates Available for Holidays

Now that the Museum has established new benefits for members, including train passes, gift shop merchandise, the "Report", and various other discounts and benefits, membership in the Museum is more attractive than ever.

Take advantage of this unique gift opportunity—a person may receive two ties or two toasters, but have you ever heard anyone complain because they received two annual memberships in the Railroad Museum at the same time?

Please act now—give some friend or relative the same opportunity to share in the Museum that you have, and help the Museum at the same time. **Every member who gives a gift membership between now and November 30 will receive a free hat or T-shirt from the Campo gift shop.**

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION (dba SAN DIEGO RAILROAD MUSEUM)

4695 Nebo Drive, La Mesa, California 92041 (619) 697-7762

This is my museum membership application & dues for the following category:

- | | | |
|--|--|---|
| ☐ Student/Senior (\$15) | ☐ Individual (\$25) | ☐ Family (\$35) |
| ☐ Contributing (\$50) | ☐ Supporting (\$75) | ☐ Sustaining (\$150) |
| ☐ Life Member (\$500) | ☐ Senior Life (\$300) | ☐ Gold Spike Life (\$1000) |

Company Membership Categories:

- | | | |
|---|---|--|
| ☐ Associate (\$1000) | ☐ Sponsor (\$2500) | ☐ Benefactor (\$5000) |
|---|---|--|

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CITY _____ STATE _____ ZIP _____

OCCUPATION _____ I am interested in helping with: ☐ RESTORATION

☐ EXHIBIT STAFFING, DOCENTS ☐ EXCURSIONS ☐ RAILFAN PATROL ☐ TRAIN CREW ☐ LIBRARY

☐ MAINTENANCE OF WAY ☐ GIFT SHOP STAFFING ☐ OTHER _____

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