



Winter Issue

REPORT

1988/89

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



SD & A Crosses Campo Creek Viaduct En Route to HiPass for November 17 Trip

On November 19, 1988, 300 passengers enjoyed the experience of taking the first rail trip from Campo to Hipass in 37 years. This historic trip over the 37.4 mile round trip route departed east bound at 10:30 AM for the climb up the 1.4% grade. A highlight of the trip was crossing Campo Creek on the 187.5 foot tall viaduct, which is almost 700 feet long and is known as Hibridge among the railroad crowd. Following a scenic rest stop and barbecue lunch at Hipass, the highest point on the SD & A line at 3660 feet above sea level, the train returned to Campo depot at 5 PM. The next "Historic First trip" is from Campo to Jacumba at the gateway to the Carriso Gorge on May 6. Members receive advance notification, and reservations should be booked early. *Photo by Stephen Fitch*

Signals Improvement Ahead for Museum to Give Better Service to the Public

by *Barney Barnier, Executive Director*

The beginning of the year is a time for new year's resolutions. This year I am going to make a few for the San Diego Railroad Museum.

1. The Museum will improve planning and coordination. The department heads will work to see that the people working with them have the tools and parts to do their jobs right.

2. Communications with all the members will be improved. People will be informed about what is happening and what is planned in a timely manner.

3. I will do my best to see that we all work more efficiently and productively in the coming year. We have done great things in the past, and we can accomplish even greater things in the year ahead.

Some of the above resolutions are already being acted upon. The Advisory Staff, composed of the department heads, meet every other Monday to review plans, priorities, goals, needs and problems. Anyone who wishes to convey information to the staff should talk to the appropriate department head or write to the Executive Director at San Diego Railroad Museum, 4695 Nebo Drive, La Mesa, CA 92041. Comments, suggestions, questions and problems will then be considered at the next staff meeting.

We have tightened the cash control procedures in every department. Expenditures require the prior approval of a department head, and no reimbursements will be made to any person without the approval of a department head, the Executive Director, and an itemized receipt.

Beginning with the next issue of "Report," **Harry Doering** will take over as editor. Please give him your support and cooperation, and help by sharing any news items you may have or any photos you feel might be of interest to the members. He will welcome volunteers who would like to submit articles on pet topics, or who wish to write regular columns for our "Report." There may even be a contest for the best articles and photos submitted in

the year. More on this in the next issue.

While the "Report" will remain the main communication voice for the Museum membership, another special publication has been added. Beginning this month, the "Hot Scoop" started monthly publications and was mailed to those volunteers who work at Campo. It is oriented to the needs and activities of our working volunteers, and to providing better communication with those people. There is only one way to get on the mailing list for the "Hot Scoop," and that is to become a working volunteer, and register on the sign up sheet at Campo. Thanks to **Steve Oualline** putting out this important communication for the staff and volunteers.

Up until November the Museum membership was kept on an Apple III computer, which was simply too old and small to handle our current needs. A number of weird and clever tricks had to be employed to make it work. I would like to thank **Dave Mason** for all his efforts in maintaining the membership records from last spring until this fall, even with the difficulties he faced. Recently **Steve Oualline** has designed a custom data base program for our IBM-PC which will allow us to keep records more efficiently. After much work the roster was transferred and updated. Currently we are catch-

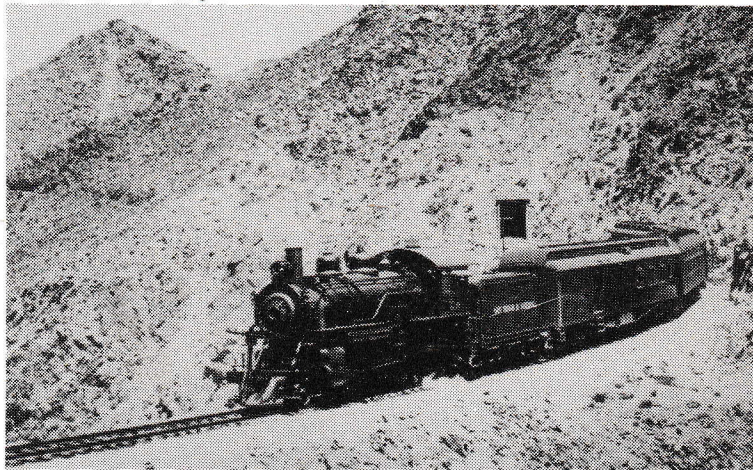
ing up with our data entry, and things should now run much more smoothly.

The remaining membership cards for those who renewed this fall will be mailed by the end of January. If you don't receive your card by then, please drop a note to: Membership-PSRMA, 4695 Nebo Dr. La Mesa, CA 92041. It is possible that your renewal got caught in the conversion, and this will help us get it corrected.

Permanent plastic membership cards and train passes are now being printed for Life Members and Gold Spike Life Members, and will be mailed in February.

A ride share program for volunteers has been initiated to make it easier to get to Campo. Beginning this month, a carpool will leave the La Mesa Depot every Saturday morning at 8 AM and return at 5:30 PM. This program is for volunteers who wish to help out at Campo. If you haven't gone up before because of a transportation difficulty, you may now have the chance to join in the fun of building and running the Museum and our excursion railroad.

Don Getz has been appointed **Assistant Superintendent of Facilities** and will help fill the vacancy that has existed since I took over as Executive Director. Don has been a long time volunteer at Campo, and has done a tremendous amount of outstanding work. Welcome, Don!



This photo of a steam train going through the Carriso Gorge gives just a small idea of the terrain the builders of the road had to face. One long-range goal of the Museum is to take trains back through the Gorge again. See Page 11 for more photos of the SD&A route.

Executive Director **Signals Improvement Ahead for Museum, (cont'd.)**

After years of outstanding service as **Superintendent of Operations**, **Ron Hyatt** has taken a leave of absence from the Museum volunteer ranks, and has retired from the position. We owe him a great vote of thanks from the Museum for his years of work and his leadership in helping the Museum start its tourist railroad operations on a professional footing. His efforts have helped make the SD&A a great source of pride to the Museum. Most duties of the office will be carried out by **David DiGiorgio** as **Chief Dispatcher and Terminal Superintendent**, operating under direction of **Don Sanborn** as **Campo Manager**.

In keeping with **Mayor O'Conner's** declaration that 1989 will be the Year of the Child in San Diego, the staff has planned to hold **Student Appreciation Days at the Museum on April 19, 20, and 21**. On that Wednesday, Thursday and Friday, the Museum will be open at Campo, and two trains will run each morning. This is so that schools may schedule field trips during the school day to allow students to experience the thrill of old time railroading, learn a bit about the Museum, and learn about safety at rail grade crossings and near the tracks. We will need volunteer crews to operate the trains and docents to tell the children about the railroads and the Museum. If you can be available on those days, please call Maxine at Campo (478-9937), and be sure to spread the word to any schools you think might be interested in sending out some of their classes.

I look forward to the year ahead, and to working with the dedicated individuals who have helped our Museum to grow and improve over the years. Thanks to your efforts, we are an organization to be proud of today. There is much we can do to make the Museum better, and to better serve the people of San Diego city and county, and the entire Pacific Southwest. I am grateful for your help, your advice, and your constructive criticism, but most of all for your help. It's important to talk about something in order to see that it gets done right, but it's even more important to do it! A special thanks to all those who helped the Museum do it better last year!

! COMING SOON !

**Advance Notice of the Museum Special Excursion
Campo-Jacumba-Campo
May 6, 1989**

**Train Ride to the Gateway to the Carriso Gorge
Round trip fare—\$55 for reservations before March 15
\$65 for reservations after March 15**

Seating is limited, and on first come first serve basis. **Lunch in Jacumba included.**
For reservations Mail check made to San Diego Railroad Museum and SASE to:
Jim Lundquist 2870 Morningside Street, San Diego 92139

Campo Manager details Happenings and Developments on the SD&A

Hi Fellow Troops and Railroaders;

As most of you know both Max and I had been out of touch through some of December. However, everything is improving in the Campo operation. Museum attendance has been up, train ridership has increased, as has the gift shop sales amount. The dollar per rider ratio in the gift shop is holding steady at about \$3 per person.

Track maintenance program under the guidance of **Jim Rasmussen** has come along at a good pace. The Mechanical Department is on schedule under the leadership of **Geoff Scheuerman**. As stated in General Order Number 80, December 11, 1988, Geoff has been promoted to the position of **Road Foreman of Engines** for the SD&A. Congratulations, Geoff. Hopefully the Shay, after lots of TLC from **Doug Mick** and others, will soon be back on line. Doug also has a "steam class" and some great new training programs will soon be underway thanks to **Dick Ruppert, Doug Mick, Geoff Scheuerman and Jim Cook**. The SP has also promised a new, updated rule book including air, which will be ready soon. This has caused a temporary delay in training for new engineers, which will soon be resumed (General Order No. 82).

David DiGiorgio has been promoted to **Chief Dispatcher & Terminal Superintendent**, and is responsible for all movement of trains, engines and maintenance of way equipment on the SD&A (General Order No. 81). All personnel are asked to give him their full cooperation.

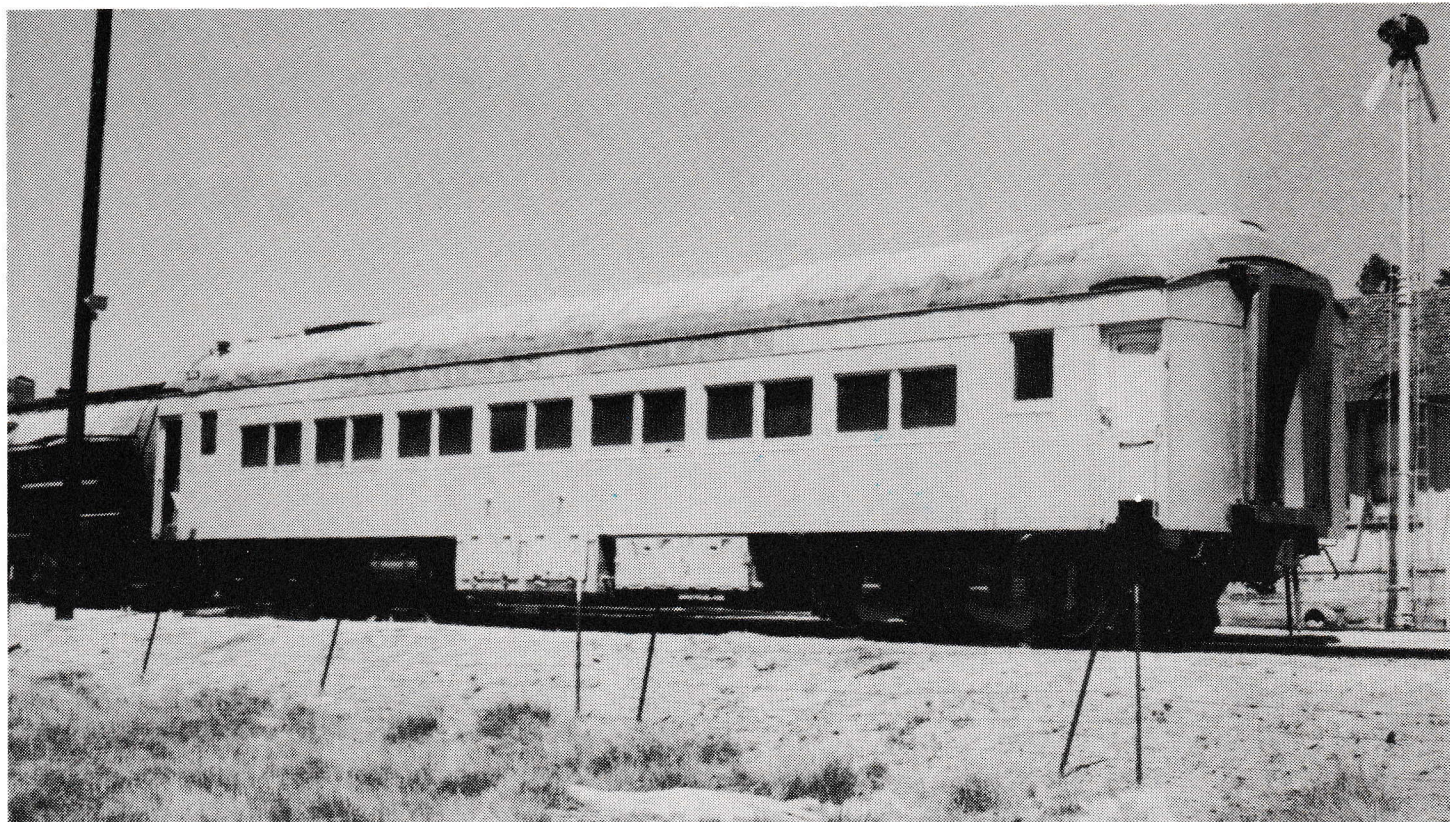
Jim Hamill, with the help of the Kids from the Honor Camp and the convicts from the conservation camp has eradicated

all the weeds around the Campo property. **Harry Hurry** has also winterized the support equipment so "Ole Man Winter" can't hurt us. Thanks Harry for the plants at the Caretaker's Cabin as well. **Don Getz** provided extensive grading and backhoe work on the property and around the Caretaker's Cabin site.

After almost two months of preparation in and around the caretaker's mobile home, the place finally became livable. With help from **Barney Barnier, Dale Prescott, Larry Rose, Bruce Lavalieri, and Galen Dyreng**, Maxine and I were able to move in in late November. A pleasant finishing touch was provided by the donation of a beautiful carpet from **George Cole of Cole's Carpet** and the donation of a quality carpet pad from **Tom Chrones of Allied Carpet**. Both pad and carpet were installed at no charge by **Tom McVeagh**, and Maxine and I were home at last! Our thanks to all who helped.

Housekeeping the grounds has also improved great, and the results are obvious to all. The extra effort to "pick it up and throw it away" has improved the appearance of our Museum and reduced the risk of accident, and that's important.

A number of other folks have helped on weekends—**Bruce and Mary Lavalieri, Duane Leal, Lou Gregorio**, and many more whose names I may have overlooked because I'm still a "new kid on the block." Our thanks to all, together with special gratitude for the get-well card from all the folks at Campo that weekend.
Respectfully Submitted,
Don & Maxine Sanborn



Howdy Tex! Meet Galveston, Harrisburg & San Antonio #554, a 75 year-old, Pullman built Harriman coach that came west in dust bowl years, and was later donated to the Museum as SP #2693 in 1984. Its history is now known, and those six-wheel trucks are authentic! The car is shown here behind steam locomotive #2353 at Campo Depot where both may have paused (one in Pullman Green) in the 1930's..

Photo by Bill Schneider

Research on the SP # 2693 Turns Up a Hidden Jewel for the Museum

by William Schneider

When SP ten-wheeler #2353 was donated to the Museum by Imperial County's Mid-winter Fair in 1984, the gift included an unknown, almost unnoticed steel Harriman coach. Remodeled as a fair concessionaires' lounge, its number was hidden by a repainting. Trying to identify it in 1985, we followed Bob DiGiorgio's classic advice: "Look at the other side of the car!" This side had been behind a hedge. Sure enough, no repaint job had been done on this side, and the designation "SP 2693 Chair" was stenciled on a dirty, solid silver-grey background. The car is approximately 67 feet long. Also noted in the car were: Vapor Car heating, wooden doors, ice-activated air-conditioning, two small restrooms, inward opening double windows (hinged at the top), Waugh buffing devices,

and six-wheel trucks (which were unusual in a 60 foot car). Some of our in-house experts speculated that the trucks may have been added at retirement, since they didn't look original and they could have caused the wheels to contact the fishbelly I-beam if used during regular service.

Thanks to historian/author/publisher Joe Shine of La Mirada, we've learned the car's history, and we have another Museum "first"—our first car from the Galveston, Harrisburg & San Antonio Railway of Texas. YAHOO!

On June 2, 1913, SP ordered 20 Class 60-CC-2, 60-seat steel Harriman coaches from Pullman for three Texas subsidiaries. Delivered in 1913-14, these two-vestibule heavyweights had four-wheel trucks and an axle generator with batteries for electric lighting. Twelve went to GH & SA as early

#551-562. Our car was actually #554. Five cars went to the Houston & Texas Central and three to the Texas & New Orleans. In the 1930's the GH & SA and H&TC were merged into the T&NO.

In 1932, GH&SA # 551-560 were transferred to SP's Pacific lines and renumbered SP #2690-2699. In 1936, #2690-2695 had air-conditioning and six-wheel trucks added and the seating was reduced to 56. The original Pullman green color probably remained on #2693 until the early 1950's when it may have been repainted two-tone grey. It was apparently repainted solid silver-grey for its retirement, although active SP cars were not painted in this scheme until after the spring of 1958 in an economy move.

Rolled on snap-track to the California
(Continued on page 5)

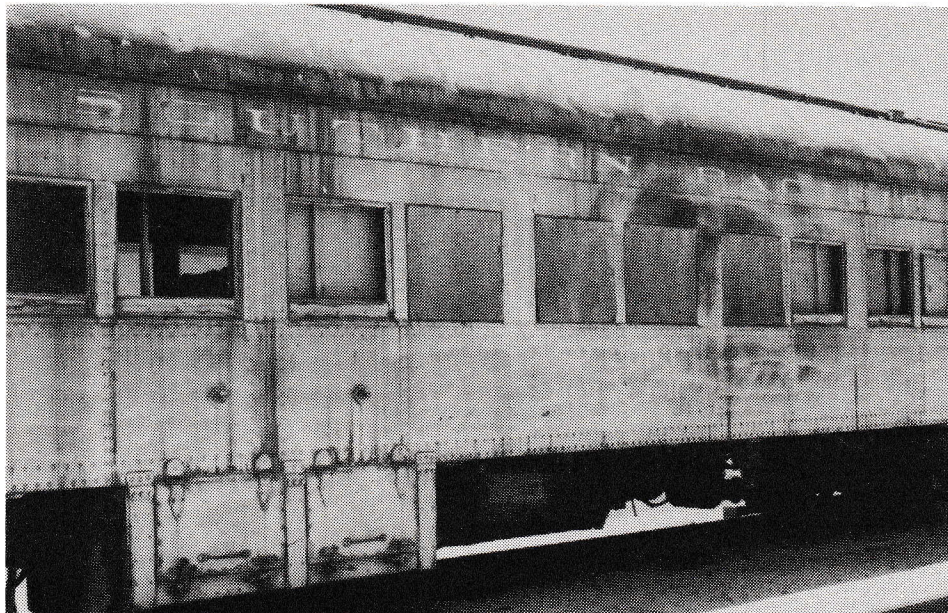
SP #2693, cont'd from pg.4

Mid-Winter Fairgrounds on February 25, 1957, SP #2693 and the steam locomotive #2353 were donated by the SP to the people of Imperial County on March 3. SP #2693's journals were repacked July 26, 1957, and the car was modified for use as a lounge for fair concessionaires. This meant adding new electric fixtures, masonite paneling, an acoustic tile false ceiling, a bar with sink, and formica tables. The side facing the fair was later repainted silver except for its letter-board. Gradually the car deteriorated, and in November, 1984, it was donated to PSRMA by the 45th District Agricultural Board, subject to our attaching a plaque acknowledging the gift from "...the People of the Imperial Valley."

Trucked to Campo in July, 1986, SP #2693 is now being restored to its SP appearance after the 1936 rebuilding. It will be repainted Pullman green and used in excursion service on the same SD&AE mainline on which it may have run in the past—possibly behind its partner, #2353!

Thanks Joe Shine—and when your new book Santa Fe—1987 Motive Power Pictorial comes out, we'll look for it in the Museum gift shop!

editor's note: Look for a future article from Bill on the Museum's ex-Dardanelles & Russelville cars, the oldest cars in our collection. Bill Schneider is also the author of the Museum Roster, which describes every car in the collection and gives its history. The Roster will soon be available for purchase at the gift shop.



New Term for Board of Trustees Brings a Changing of the Guard

by Scott Thompson

At the beginning of the new year it is time to say good-bye to some old friends and welcome new friends to the Museum. The Board of Trustees has completed its annual process of selecting new trustees to fill the positions that have expired. The new year will see five new faces on the board, and four familiar faces missing.

We would like to express thanks and appreciation to those who have served the Museum well as Trustees and will now be leaving: **Gene Dramm, Jack Stodelle, John Baldwin, and William Niedrick.** Three gentlemen, Messrs Dramm, Stodelle and Baldwin, have been trustees since the inception of the Board on November 17, 1983. Bill Niedrick became a Trustee on May 28, 1986. All these Trustees have either held office or participated in special projects to further the goals of the Museum. We are indebted to these gentlemen for their time, guidance and support. They have helped greatly in our effort to educate the public on railroad history and its significance to our region of the country.

We would also like to welcome the new trustees to the Board. The three full term trustees are **John Starkey, Ray Krum and Maurice Carter.** Mr. Starkey is from an old line San Diego family, and is involved with the Starboard Development

Corporation, active in downtown development. Mr. Krum operates his own business organizing conventions and industrial shows and producing motion picture documentaries. He has also been a trustee for the San Diego Aerospace Hall of Fame. He had a grandfather who was an engineer and fireman on the San Diego & Arizona Railway. Mister Carter owns Carter & Associates, a civil engineering and transportation consulting company. He is also a consultant to the Gas Lamp Quarter Trolley project, and is a past member of the Metropolitan Transit Development Board staff.

There are also two new positions on the Board. These are one year terms to be filled by the staff with two people chosen from the membership list. The staff's choices for the 1989 term are both college professors and long-time volunteers in the Museum. **Dick Ruppert** is a professor of economics at UCSD, and has been responsible for starting the Museum's training program. **Ted Kornweibel** is a professor of Afro-American studies at SDSU and has been a major force in our restoration program, especially with cabooses.

We look forward to working with these gentlemen, and hope that their many various talents, skills and contacts can be useful for the continued growth of the San Diego Railroad Museum.

General Membership Meeting

WHEN: --7:30 PM

January 27, 1989

WHERE: SDG & E Building,
Corner of First and Ash,
San Diego

At left is a "before" photo of the off-side of SP #2693, unpainted since it was retired 31 years ago. Most of the windows had been hidden behind masonite paneling during its use as a lounge at the Imperial fairgrounds.. Photo by B. Schneider

Museum Makes Historic First Passenger Run on the SD &A to HIPASS !

by Scott Thompson

On Saturday, November 19, a sell-out crowd of over 450 passengers and crew enjoyed the 18.5 mile scenic trip to the highest point on the San Diego Arizona Railway, **HIPASS**. This old helper station from the days of steam provided a spectacular destination for this all day adventure through the hills of San Diego east county. The Museum's diesel locomotive #1809, wearing the white flags of a special train, pulled out of the Campo Depot a little after 10:30 AM to begin the adventure. The passengers were treated to spectacular views of the SD&A Railway and the mountains of Mexico, a fine Mexican barbecue, pleasant weather, and a brilliant sunset.

The train consisted of the engine #1809, five of the SD&A coaches, the ATSF Cafe-Observation car #1509, the US Army Guard car G-10, and the Private Car Robert Peary. From the Museum, the train traveled to **Clover Flat** and **Miller Creek** for photo run-bys enjoyed by many of the passengers. After leaving Miller Creek, the train continued on to a former siding called **Pueblo**, at **Mile Post 78**, so passengers could observe a rare view of the Museum's SD&A operation. As the train came to a stop, the trainmen motioned to everyone to look west over the valley they had just crossed. From this point everyone saw the 12:01 train from Campo make its run for the Miller Creek turn-around on the regularly scheduled weekend service.

The train then proceeded to one of the highlights of the trip, the upper **Campo Creek Viaduct**, which sits 187 feet above Highway 94. The passengers received a real thrill when the engineer pulled the train to a stop on the bridge. This gave everyone a chance to take in the view, snap a few photographs, and see the many railfans who were waiting below to catch the train with their cameras. The train then moved on to **Hipass**, where the passengers were treated to a Mexican barbecue including carne asada, BBQ chicken, tortillas, cole slaw, refried beans, salsa and chips, and Mexican cookies. While enjoying the train-



This photo run-by at Clover Flat on the east bound leg of the Hipass trip gave passengers an opportunity for action shots.

ride and lunch at Hipass, passengers were entertained by the guitar and banjo music of **John Moore and Dennis Caplinger**.

Hipass is located at **Mile Post 84.5** and is the highest point on the entire SD&A Railway at 3660 feet above sea level. The railroad construction crews of **John D. Spreckels** reached this summit late in 1916. The crews had to cut a 1.4% twisting grade up from the floor of the little valley of Campo. A wye was located at Hipass to allow the helper engines to turn around after assisting the trains up the steep grades through Carriso Gorge from the Imperial Valley desert floor. The top of the wye reached across the Mexican border and provided a wonderful view in this region.

It takes many volunteers to produce these special operations, and it is important to thank the dedicated people who make it all happen. The engine crew consisted of **Geoff Scheuerman and John Patterson**. **Ron Hyatt** was conductor. **Dick Pennick and Mike Reneau** were brakemen. **Dick and Virginia Engle** from the SD&IV Railroad were along to oversee the whole operation as the operator of the SD&AE line. The trainmen who saw to the comfort of the passengers were **Cliff Pennick, Roger**

Hamilton, John Pfingsten, Rich Borstandt, and trainman coordinator Mike Retz. Food service on the train was organized by our resident Pullman expert, **George Heflin IV**, with his two assistants, **Stephanie and Heather Parker**, and with special help from **Larry Williams** in cleaning up the train on Sunday. Speeder crew consisted of **Jim Rasmussen, Harlan Miner and Dave Finney**. The carmen/mechanics who also doubled as dishwashers were **Jim Callahan and Jim Cook**.

The entire meal was organized by our new gift shop manager, **Maxine Sanborn**, with special assistance from chefs **Don Getz and David DiGiorgio**. Don and David hauled all the equipment up to Hipass and did much of the set-up, cooking and cleaning. Many other volunteers jumped in to assist. These included; **Jim and Belinda Lundquist, Cliff and Dick Pennick, Don and Maxine Sanborn, Virginia Engle, Dave Finney, Jim Rasmussen, Bob Eikel, George Heflin, Harlan Miner, Duane Leal, and Scott Thompson**. Thanks also to **John Pfingsten and Don Getz** for arranging the loan of the equipment needed for serving, and to **Doug Mick and Dick**

(Continued on next page)

Hipass, Continued from pg.6

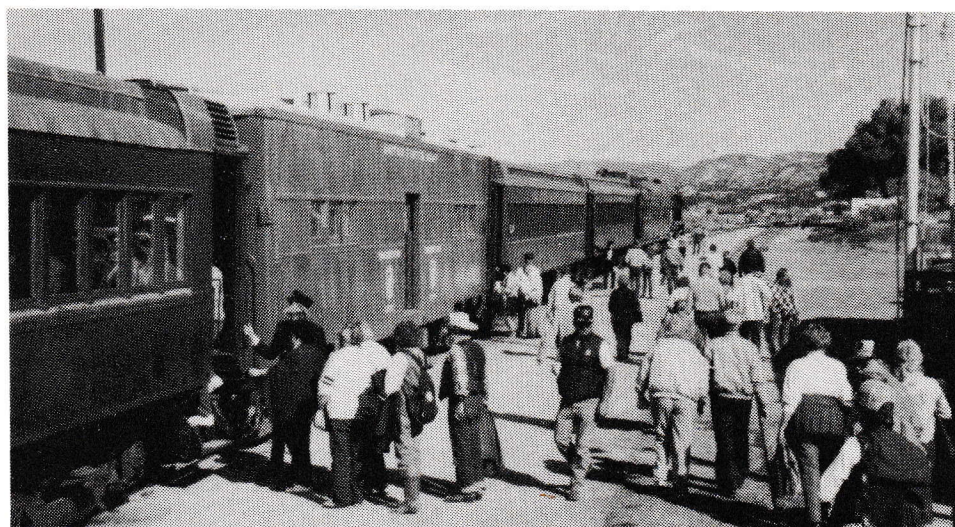
Ruppert for bringing up the icebergs to ice down the drinks.

The Museum owes **special thanks** to **Jim Lundquist**, who proposed and organized the entire trip after his retirement as Executive Director. After seeing the enthusiasm for this trip and its success, the Museum staff has decided to run an even bigger trip on May 6, and Jim has volunteered to organize it. The next special trip destination will be to **Mile Post 93, Jacumba**. This trip will bring the Museum another step closer to one of the most spectacular railroad passages in the world, **Carriso Gorge!**

May 6 trip to Jacumba see announcement in this issue. Reserve early!



Ginnie Engle & Maxine Sanborn serve barbecue lunch to engineer Geoff Scheuerman, Stan Paulsen & the train crew.



Boarding at Campo for morning departure to Hipass.



John Moore and Dennis Caplinger entertain guests on the November 19 trip.

Get into Training! New Programs Ahead

March 11—Save that date! 1989 offers some exciting opportunities in the Museum's railroad operations training program: A new diesel locomotive course, another brakeman/trainman course, the continuing steam locomotive course, and a special all-day workshop on railroad air-brake operation on March 11. Check the list that follows and then sign up for the course(s) of your choice.

Trainman Course—This course is the place to start! It covers all the basics in our tourist railroad operation: Safety, Museum organization and history, local railroad history, railroad operations procedures, natural history along the SD&A route, Museum equipment, and how to serve the public. To join the fun activity of being a train crew member, come to classes **Saturday, February 25 and March 18**, at 9:30 AM in Campo. A carpool leaves La Mesa depot at 8:00 AM. Course fee is \$6.

Diesel Locomotive Course—Jim Callahan is designing a new course on Diesel locomotives, their care and nurturing. This will have class time in the morning and hands-on experience in the afternoon. Diesel locomotive engines, electrical, mechanical, and brake systems are some of the topics to be covered in this five month course. Classes are the **second Saturday of the month, February through June**, (Continued on Page 11)

The Impossible Just takes Longer!

Research and Hard Work Pay Off for Restoration Department & for the Museum Collection

by Norm Hill, Superintendent

Carrizo Gorge

The San Diego & Arizona's private car, Carrizo Gorge, is being worked on by Olivia Neece. She and her husband, Tony, come down to Campo all the way from Los Angeles. By herself she is removing the pea green coat of paint the railroad put on the car's interior in the 1940's. Olivia is uncovering turn of the century Pullman woodworking with chemical stripper and a lot of tender loving care. The work on this eighty foot car is slow, and requires a lot of vision, dedication and an enormous amount of persistence and character. Olivia has certainly shown that she is up to the task. If anyone would like to join her in helping restore this car, the queen of the SD&A fleet, and our most important passenger car, please contact Norm Hill, or leave a message with Don or Maxine Sanborn at Campo.

Southern Pacific Caboose #644

Our oldest caboose, a 1917 "shack", has had some very nice things happen to it recently. This car has lead quite a charmed life and has had lots of good luck. A former restoration worker, Tom Travis, has donated \$250 toward the milling of all new wood siding. Tom works for the navy and is currently stationed in Italy. His donation is really appreciated. Tom worked for many years on our railroad equipment at Campo, and the restoration folks really miss him. He put a lot of time in on #644, and always felt that our efforts at preserving our equipment were very important and worthwhile. Thank you for everything, Tom. Now hurry back to San Diego!

The California State Railroad Museum's Library in Sacramento produced some very old Southern Pacific caboose records. One card had all of the history of caboose #644 from the time it was built in 1917 until it was sold to Purdy Scrap Yard in 1960. The records indicated when the car received new coats of paint, a new wood siding, a different style of cupola, and many other long past changes. The most exciting notation on the maintenance record card was that, from June through December, 1944, the #644 was leased to the San Diego

& Arizona Eastern Railroad. This means that 45 years ago our caboose worked on the home railroad of our Museum. The Museum appreciates the help from the California State Railroad Museum staff in finding this historic maintenance record.

Recent work on the car has been very enjoyable. A number of historic items have been installed which help complete the authenticity of the car's interior. These include an old kerosene lamp, conductor's paper and form holders, a first aid kit, fusee rack, drawer pulls and many other items.

Dick McIntyre built and installed a new floor and wall heat shield. This car will someday be a real showpiece for the Museum. If any member would like to help restore this car, or contribute money to the project, Please contact Norm Hill at (619)442-6922. Approximately \$1500 is needed to mill the wood to replace the car's exterior siding.

C.&O. Caboose

The trucks and entire undergear have been painted on our eastern railroad caboose, and the car's outside was primed. However, the primer coat did not come out smooth enough due to very hot weather during the primer application. Bill Barbour and Norm Hill then resanded the car's exterior, and will again attempt to prime and paint the car when the weather looks promising. Museum members with experience or knowledge in spray painting are greatly needed for this and other similar painting tasks in the restoration department. The wind and weather extremes at Campo provide a real challenge, and help is greatly needed.

Southern Pacific Caboose #1061

Dan Marnell, Dick McIntyre, Ted Kornweibel, and Frank Stites have done a lot of work on the interior of the 1942 steel caboose. The car's cushioned seats were redone in Mexico and re-installed exactly like the original seats. Board member Dan Marnell studied old hardware catalogs in the research library in Sacramento and determined what the car's original hardware was. He even located an Adams and Westlake salesman to help find some of the

type of hardware first used in this class of car. After researching and locating the material, he then helped install it. In addition to the door hasps and window pulls, an electric desk lamp has also been installed.

Union Pacific Caboose #25247

The Museum's most recently acquired caboose has had one door hinge repaired and rehung. Window plywood for protecting the car's interior was removed by Ted Kornweibel and Frank Stites. Bill Barbour and Norm Hill did minor clean-up. Dick McIntyre straightened some walls that were damaged in the accident that retired the caboose. Immediate plans call for further work on the interior. At this point, the car looks very complete, and it looks like it will be a lot of fun to restore.

Southern Pacific Harriman Coach

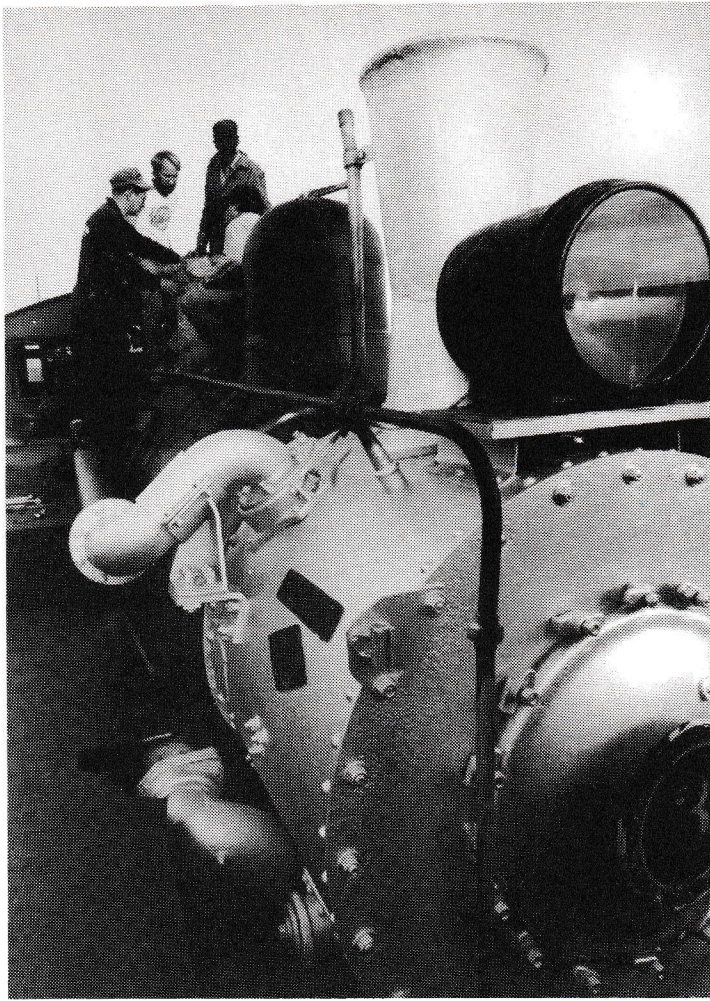
Jim Hamill has put in a tremendous amount of work on this car, almost single-handed. He removed a lot of the old interior paint, and has removed the car's seats for storage while the rest of the work proceeds. The next task is to repair the car roof. (editor's note: For further information, please see Bill Schneider's article on re-searching the collection.)

Southern Pacific Caboose #1058

Dick McIntyre designed and installed heavy duty window and door screens for this caboose located at the La Mesa Depot. The work was very professional, and does not detract from the car's appearance. It is designed to help prevent break-ins and vandalism to the car's interior.

Fruit Growers' Express Reefer

Bill Barbour, Charles Alban, Ken Fallor and Norm Hill have begun removing the old paint from the car's sides and ends. The car has already seen extensive work, both when it was at Miramar and at La Mesa. The roof was stripped and re-coated. The trucks, wheels and other undergear parts have been stripped, primed and painted. This further work on the car's exterior will help insure that another of the Museum's wooden cars will be preserved and protected for years to come. The planned completion for restoration on the reefer is later this year.



Museum Needs Help for Railroad Scout Group

By Dick Ruppert

In the last issue of "Report," the first call was made for volunteers interested in helping with a Railroad oriented Explorer Scout group. This project has a lot of potential, and could do a great deal of good for the young people of the county, and for the Museum and the railroading tradition. Your help is requested in two ways—to spread the word to young people who might be interested in joining, and to help organize the group and participate in the activities. If you would like to help in either way, NOW is the time. **All Aboard!**

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 shops 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. Any young people interested in participating or with questions should contact **Helene Finney** at (619) 755-7206. Adults who would like to work with the Explorer unit should contact **Dave Finney** at the same number, or **Dick Ruppert** at (619) 459-2573.

Work continues on the Shay locomotive. Pictured here are some of those who helped put her in shape for our runs this spring and fall: l-r, John Ashman, Robin Becker, George Sapp, and Dennis Dougherty, of the California State Railroad Museum

Mechanical Dept. is on Track for '89 with Steam and Diesel Units

by Geoff Scheuerman,
Road Foreman of Engines

The Mechanical Department looks forward to a number of big tasks in 1989, and more help is needed. If you are interested in the part of the Museum volunteer activity that makes the trains run, please contact **Geoff Scheuerman** any Saturday at Campo, or contact **Don Sanborn** during the week (phone: 478-9937).

The Shay is coming along well under the watchful eyes and calloused hands of **Doug Mick, Craig Tomlinson and Robin Becker**. We hope to have it in regular monthly service soon.

Jim Callahan and Stan Paulsen are getting the Alco ready for regular service on the Museum's excursion train by Febru-

ary 1. They have found the problem in the electrical wiring, and have everything almost corrected.

In the year ahead, the Mechanical Department will need to do major overhauls on all three of the Museum's mainline diesel locomotives to bring them up to FRA standards. This will provide a challenge and a great learning opportunity. Help is welcome, experienced or not.

The recent trip to Hipass was a great experience, but most of the SD&A cars and the passengers who rode them would have missed it if it hadn't been for **Jim Callahan, Mike Reneau, and Jim Cook** changing the brake shoes on the cars, adjusting the brakes, and getting them ready to roll. Thanks for everything guys!

1989 Targets Outlined

Museum Staff Plans for Exciting Year !

As 1988 comes to a close and preparations for 1989 are made, the staff wished to describe for the membership some of the plans ahead for the coming year. 1989 will see many changes, old projects completed and new projects started. Each department has plans which are detailed in this article.

In 1988, the Restoration Department was called upon to produce a miracle—the restoration of almost 25% of the Museum's equipment. The equipment was needed in time for the Museum's Silver Anniversary celebration last spring. Norm Hill and his crew did the job. Although the plans for '89 are not as ambitious, the restoration team will not be just sitting around. Their plans call for **nine cars to be worked on, including the Southern Pacific Harriman coach, three cabooses, and three pieces of Union Pacific equipment.**

Geoff Scheuerman and his Mechanical crew have a considerable amount of work ahead for themselves in 1989. Besides the regular maintenance of locomotives, cars and equipment to keep the train operations going, which is a full time effort, they have several major projects in the works. All three of the Museum's **main-line diesel locomotives are slated for major upgrades** to reach the Federal Railway Administration standards. Work will also progress on the **SP steam locomotive #2353** when the required professional evaluation is made and the necessary funding is received. The Mechanical Department also plans to operate the **Shay steam locomotive** on a monthly basis if all repairs can be completed. This special operation of steam will be a tremendous asset in attracting the public to Campo, and in encouraging new people to volunteer time to the Museum.

For many years the **Museum Facilities Department** has often been called upon to give up its funds and manpower to support other projects with higher priorities. In 1989, improvements to the facilities will be high on the list for the staff and volunteers. Of great importance is **completion of the Car Shop renovation.** Since obtaining the Campo property in 1980, the conversion of

the old army field house has been in the works. Now it is time to complete the job. This year's plan is to complete the siding and new electrical service, and possibly to add a cement floor to a portion of the shop.

As new equipment is added to our roster, the limited amount of track at Campo is stretched to the ends of the rails. To solve the problem, several new tracks will be added, including a new yard entrance from the SD&A Railway mainline.

The **Campo Depot** will receive some much needed attention after many years of inactivity. Since the depot is now the **Museum's Visitor Center**, it is important that proper care be given this area so our guests can see the true quality that our Museum represents. New doors and windows will be installed. A new roof and paint job are just a few of the items on the list for this old timer.

Preliminary cost evaluation and engineering of a large **carbarn and display building** will begin in '89, with a possible construction start near the end of the year. The cost of this much needed building currently is estimated at \$125,000. This will require a major fund raising campaign. The Carbarn is desperately needed to protect the restored and delicate equipment, and to provide a better setting for exhibits.

The **Operations Department** will continue to increase ridership and service to the general public. **Training programs** are being expanded to cover more areas of the Museum's operations. A major project with high priority is the **track from Campo to Miller Creek.** The track must be maintained to high standards to keep the trains on schedule. In addition to the regular schedule, there will be several **special trips** throughout the year to different destinations on the SD&A Railway.

The **Public Services Department** has plodded along in the past with little support and direction. For 1989, this department has been reorganized, and has a long list of projects to do. The list includes beginning regularly scheduled visitor tours at Campo and La Mesa. New exhibits will be designed and built to allow better interpreta-

tion. The **Speakers' Bureau** will be improved and enlarged to allow more outside appearances. An important addition is the **Volunteer Benefits** program, which will soon be started to reward all those volunteers who work hard to make the Museum happen, and to pay back these dedicated people for their efforts and their support. The **Excursions Department** will of course offer the many popular trips that everyone has loved in the past.

The staff is spending much time and effort to make improvements to the Museum for both the public and the volunteers. Many changes will take place to make the Museum an enjoyable place to spend your spare time as both a guest and a volunteer with your family and friends. The staff needs your help to reach these goals and build the finest railroad museum in southern California. Please call today and offer your help for one day a year, a month, or a weekend. Help make 1989 a great year for the Museum!

Tax Information

Note : For income tax purposes, all tax deductible gifts made to the Museum in 1988 should be listed as gifts to the **Pacific Southwest Railway Museum Association, Incorporated, doing business as the San Diego Railroad Museum.** The Museum is a non-profit, tax exempt, educational, public benefit corporation [501(c)3]. The Federal tax exempt ID number is 95-2374478. The Museum mailing address is 4695 Nebo Drive, La Mesa, CA 92041.



Museum Keeps Trains Rolling on the Impossible RR



At left, The Redondo Loop, a unique, 180 degree double horseshoe curve was necessitated by the steep, high climb from the valley floor just west of Tecate. At one point the curve is so tight that the sections of track are only 50 feet apart. During high freight traffic periods, many times the locomotive would pass within sight of its own caboose. This of course meant that the engineer had to stay awake, lest he be spotted by the conductor in the caboose. Photo by S. Fitch

Training, cont'd from pg. 7

except for March, when the special workshop on airbrakes will be held on the second Saturday. Classes begin at 9:30 in Campo, with a carpool leaving the La Mesa depot at 8:00 AM. The course fee is \$6.

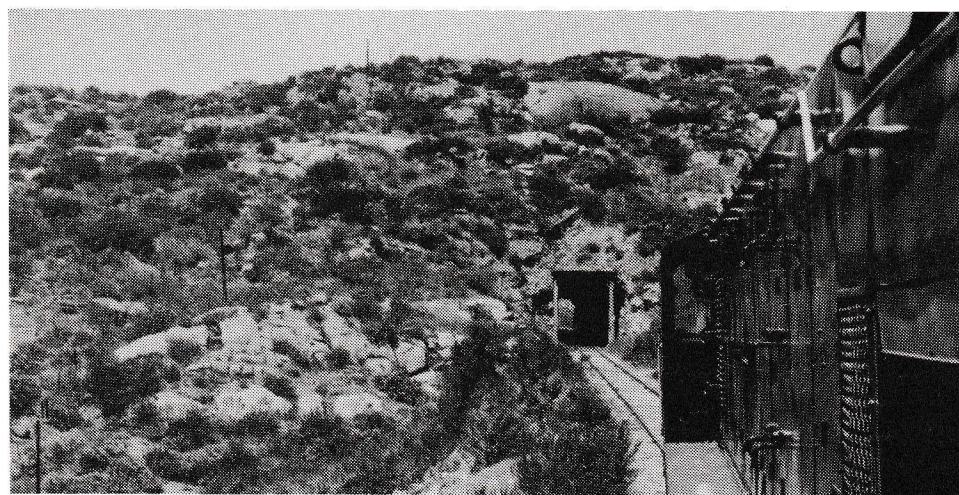
Brakeman Course—This course will be scheduled later in the year, probably in September-October. However, all who wish to take this course must start with the Trainman Course in February.

Steam Locomotives—This course, already under way, meets the third Saturday of each month, November through April, in the crew lounge at 9:30 AM.

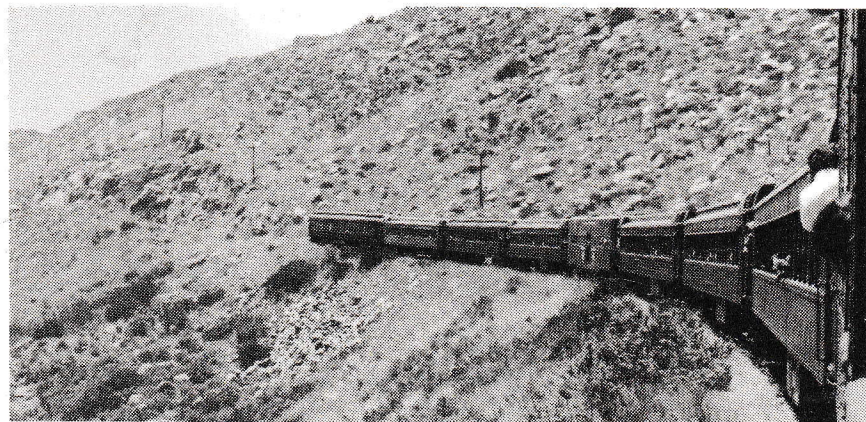
Airbrake Workshop on March 11—Everybody should attend this all day seminar on railroad airbrake operation. We have arranged for an 8 hour workshop with the SP Transportation Training Services. Ted Turpin, who is Senior Training Specialist, will conduct the workshop along the lines of the workshop he gave in November at the T.R.A.I.N. (tourist railroad) convention in Sacramento. All the Museum members who attended the Sacramento workshop were very enthusiastic about it and wanted to make it available to all the members of the Museum.

This is a great opportunity to get some "pro" training. The workshop will be held in a classroom in the central San Diego area. Space is limited, so please sign up soon. The workshop fee is \$20.

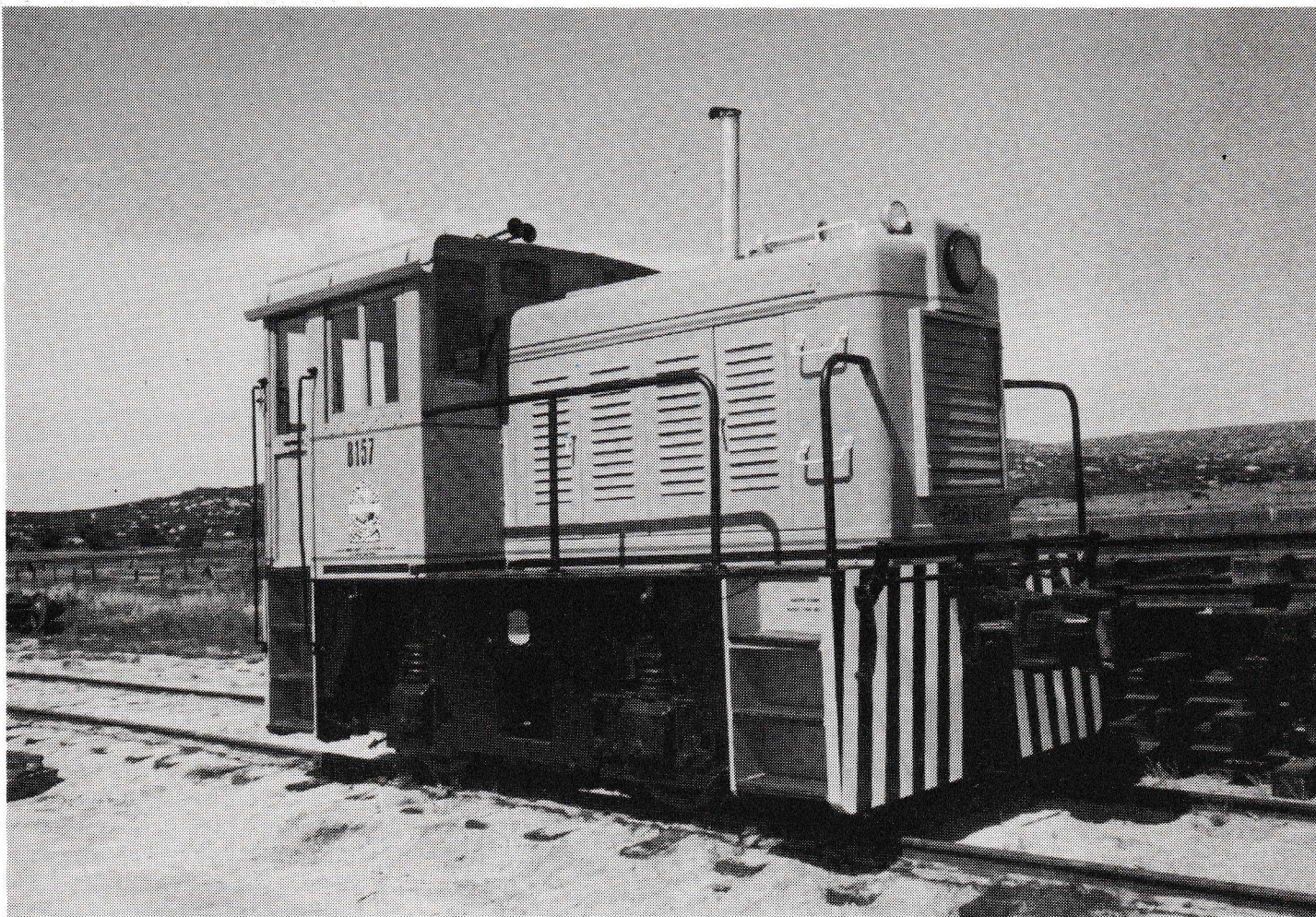
To register for any of these classes, send your choice of course(s), your name, address, phone, and a check for the appropriate amount made payable to San Diego Railroad Museum, to Dick Ruppert, 8236 La Jolla Shores Drive, La Jolla, CA 92037. For questions, call Dick at (619) 459-2573.



The Museum's Silver Anniversary Special is shown above as it approaches Tunnel 4 last spring on its run from San Diego back to Campo. This is the only international railroad tunnel in the United States, since the US-Mexican border is crossed just 10 feet inside the Mexican end of the tunnel. Photo by Stephen Fitch



One of the reasons the SD & A was called the Impossible Railroad was the rocky, unstable terrain throughout the length of the route. A typical example is this steep Mexican hillside—and this isn't even close to the conditions in the Carriso Gorge, with the canyons, tunnels, flash flood conditions, and so forth. Photo by Stephen Fitch



Pictured here is the Museum's latest acquisition, the 25 ton diesel electric Porter locomotive. This locomotive has been on loan to the Museum for some time and was donated in December by Mr. and Mrs. Bob Babcock, who are long time Museum members and supporters. The locomotive has a traction motor on the rear axle, connected to a chain driven front axle. It is a welcome addition to our collection. Thank you Bob and Lori. This little engine will be a great help in the yard.

SAN DIEGO RAILROAD MUSEUM

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La Mesa, California 92041



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