

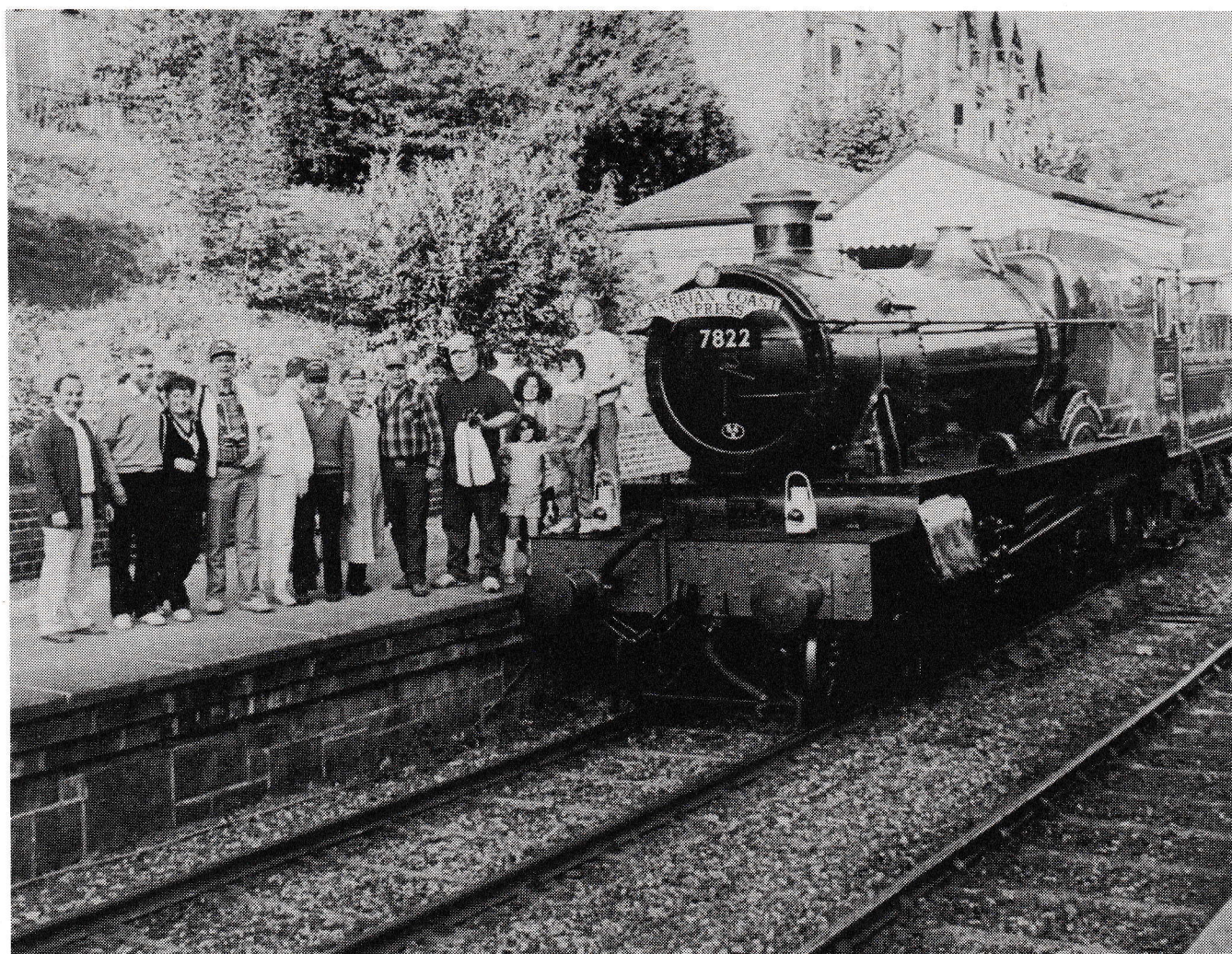


Spring Issue

REPORT

1989

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



The Foxcote Manor Society newsletter editor shot this photo to use on the front of their newsletter, with the caption, "7822 at Llangollen 18/9/89 doing its best to foster British/American/Welsh relations (spot the Americans.....and the editor's dog). Photo A.O. Wynn." From left to right, Ian Travers (Secretary, Foxcote Manor

Society), Rex and Hilary Dean (members, Foxcote Manor Society), Cliff Pennick, Dorothy Pennick, Roy Pickering, Tanya Rose, Don Getz, Harry Hurry, and Neil Evans & Family (Foxcote Manor Mechanic). Story begins on page 3.

(Photo by Larry Rose)

Executive Director Reports:

Busy Future Planned by Trustees and Staff

In recent weeks, the staff has met to produce an updated, long range plan for the Museum. Staff started with the original five year plan that was written two years ago, looked at the achievements made to date, and began modifications and additions which are designed to meet the altered needs and priorities of the organization over the next five years. The first draft was submitted to the Board of Trustees at the last meeting, and dealt with 1989-1991. Staff would like to encourage Museum members to review the draft, and submit their comments, opinions and suggestions to **Barney Barnier**, Executive Director, or any department superintendent for consideration in the final proposal. Please mail your comments and suggestions to 4695 Nebo Drive, La Mesa, CA 92041. Or you may leave a message with **Bobbi Ringersma** at the office, weekdays, between 10-4 (619) 233-7908.

What follows is an ambitious plan that reflects the priorities and desires of the Museum staff. Some of these projects are already underway, since they were in the original plan and were written into the budget. These plans are a reflection of the Museum's desire to serve the public in a better and more thorough manner. The ability to complete all these projects on schedule will be determined by the amount of manpower and funding available. Staff would be interested in hearing opinions from members as to what projects should have the highest priority.

1989

Facilities Department

1. Complete reassembly of overhead crane.
2. Begin construction of car barn and track to preserve display equipment. Phase I- Engineer drawings/ footings.
3. Track work; Complete east entrance, La Posta Rd. Gates, Guardrails on bridge
4. Begin restoration of Campo Depot.
5. Complete car shop exterior.
6. Acquire earth-moving equipment.
7. Phase 3 power/air in car shop.

Restoration Department

8. Improve 5 pieces of equipment.
9. Begin restoration of PCC Street Car.
10. Acquire & begin restoring RPO Car.

11. Feasibility study on #050 and #2353.

Operations Department

12. Obtain certification for volunteers/ apprenticeship training, technical ops.

13. Explore SD&A service to Tecate, Hipass.

Mechanical Department

14. Return Shay to full operation.
15. Partial mechanical overhaul #408, overhaul brake system #1809, bring #2098 to full operating condition.

Public Services

16. Begin Tour Guide training program.
17. Increase speakers bureau program.
18. Implement marketing and PR plan.
19. Begin promotional video.
20. Do film festival.
21. Begin youth promotion campaign/school field trips, possibly in co-operation with other museums.
22. Begin unmanned automated exhibit at La Mesa Depot Museum.

Administration/Development

23. Finalize co-operative agreement with S D Model Railroad Museum, Chula Vista Live Steamers.
24. Arrange co-operative agreement with California State Railroad Museum.
25. Begin capital campaign for car barn/ locomotive shop.
26. Investigate Balboa Tram operation.

1990

Facilities Department

1. Car barn, complete Phase II.
2. Locomotive machine shop, Phase I - engineering study/plans.
3. Paint shop - Phase I/plans.
4. Property acquisition.
5. Engineer study for Campo turntable, wye at Hipass.

Restoration Department

6. Improve 5 pieces of equipment.
7. Continue to restore #2353.
8. Finish restoration of #050, Carrizo Gorge.
9. Continue restoration of Campo Depot.

Mechanical Department

10. Continue mechanical restoration of #2353.
11. Complete mechanical survey of equipment, written preventative maintenance plan and schedule.

Operations Department

12. Begin regular week-day operations on

selected weekdays seasonally.

13. Begin downtown Street Car operation.

Public Services Department

14. Begin co-operative agreement with other transportation museums.
15. Expand exhibit exchange program with California Railroad Museum.
16. Expand professional/technical staff.
17. Engineer study for Visitors Center.
18. Engineer study for fuel facility.

1991

1. Operate museum full-time, with paid professional staff.
2. La Mesa - Unmanned exhibit open.
3. Campo - displays of restored historic rolling stock, large-scale or full-size exhibits and artifacts, demonstration train operations to Hipass and/or Tecate, gift shop & restoration shops. Continue depot restoration.
4. Maintain technical training, public benefit programs & excursions.
5. Begin campaign to restore service through Carrizo Gorge.
6. Continue to restore and maintain entire equipment collection.
7. Begin locomotive and machine shop construction.
8. Construct paint shop.
9. Complete #2353.
10. Begin feasibility study on #46.

Excursion Schedule '89

The following is a summary of the Excursion schedule. Additional information can be obtained from our Office Manager, **Bobbie Ringersma**, at 233-7908, during normal working hours.

Copper Canyon - Apr. 29-May 7 - \$795

Guadalajara - May 13-20

San Juan Capistrano Dinner Trip on AMTRAK - June 16 - \$45

Durango-Silverton/CO - Aug. 19-23

Puerto Penasco One-day - Nov. 4 - \$40/45
Copper Canyon II - November 10-19 - \$795
Los Angeles Union Terminal 50th Anniversary - Special Trip, May 7, by AMTRAK. Watch for separate flyer.

Other trips tentatively planned:

Brit Rail '89 - Sept. 2-23 - \$3,000 (inc. air)
Puerto Penasco Weekend - October 13-15 - \$175
Santa Barbara - no further info as yet
Hearst Castle - no further info as yet

Railroading in the United Kingdom

by Larry Rose

What's the greatest rail adventure ever organized by the PSRM Excursion Department? Copper Canyon? The Orient Express? South America? How about a place smaller than California that operates more scheduled passenger trains over more miles than AMTRAK? How about the U.K.

England, Scotland and Wales provided more great railroading than can be believed by those who have never experienced the serious railway preservation which goes on there. Ten PSRM travellers saw more beautifully restored steam locomotives and rode more miles of railroad in three weeks than can be experienced in months, if not years, in the U.S. An exaggeration???

For instance, Railfan weekend on the Severn Valley Railway on their nine miles of railroad between Bridgenorth and Kidderminster, involved twenty-four locomotives in steam! What can top that!? Their roster lists thirty four steamers and eight diesels. Our group visited on a weekday and were treated to triple-headed steam. Everyday stuff!!!

Our headquarters while in North Wales was Chester, an ancient walled town built on Roman ruins and within a few hours range of dozens of preserved railway operations. Our hosts while in Chester were officers and key staff of the Foxcote Manor Society, an all-volunteer group whose main activity for the last fifteen years has been the care and feeding of a single steam locomotive.

The "Foxcote Manor", a 4-6-0, carrying #7822, was purchased from Barry Scrapyard as a total basket case. Last year the society realized their dream. Their ex-Great Western ten-wheeler came to life at its base at Llangollen, not far from Chester and rolled on the rails of the Llangollen (pronounced thlangothlin...sorta) Railway Society that has relaid two miles of railroad between Llangollen and Berwyn along the river Dee. A more beautiful setting for the green and pin-striped #7822 could not have been found.

We have been following the progress of the restoration of the Foxcote Manor for several years after the project master mechanic, Mike Whitton, visited our facility at Campo. Mike

showed the stuff he was made of by volunteering to lay track with our crew, quite a different experience than British practice. He told us all about his pride and joy and showed us photos of the #7822. A month before our trip to Britain, Rex and Hilary Dean from Liverpool, also Foxcote Manor supporters, visited Campo, inspiring us to visit Wales and see how Mike was doing.

We started corresponding with society officer, Ian Travers, and planned our trip to the area with his considerable help. When we finally arrived in Chester we were greeted by Ian and Mike who introduced another of their group, Neil Evans. Later we met Rex and Hilary and the good times rolled!

Make no mistake, these people are first class folks! They rolled out the red carpet and treated us to one fine time. Niel piloted a van trip to the nearby Severn Valley Railway. On the heels of that mind-blowing experience, Ian set up an around-Wales trip via British Rail that included two narrow gauge rail rides on the Talylllyn, and the Ffestiniog Railways. The latter actually connects two loose ends of British Rail branches, making a loop through North Wales possible.

The Talylllyn Railway, 2'-3" gauge, has the distinction of being the first railway to be preserved by volunteers in the U.K. We rode up their 7-1/2 mile line behind their No. 1, an 0-4-2ST built in 1865 and back down behind No. 2, a similar teakettle built in 1866, the oldest operating locomotives in the U.K., if not the world. Later in the day we rode the Ffestiniog, a 13-1/2 mile 1'-11" gauge line behind an American-built 2-6-2T called the "Mountaineer", built by AICo in 1917 for service in France during WWI. This adventure ended with a tour of the Chester signal box and central traffic control for B.R. operations in the North Wales area. Ian and friends really outdid themselves on this one. This day alone was worth the thirteen hour trip from San Diego. I would guess that it is impossible to experience more railroading on one day anyplace else in the world.

The next day Mike and Niel had the Foxcote Manor strut its stuff for our party on a scheduled outing between Llangollen and Berwyn.

The Berwyn station has to be this writer's favorite in all of Britain. The setting, high on the banks of the river Dee, is too good to be true. A suspension footbridge spans the river in front of the station and a stone viaduct carries the track in front because of the steepness of the site. Everything is lush and green and a few hundred yards from the station, a half-mile long tunnel is being reopened to allow the Llangollen Society to push on into the next valley. Of course we couldn't resist hiking though the curved tunnel with Mike Whitten to see what lay beyond. Green rolling hills dotted with sheep and centuries-old farm houses. The place is storybook beautiful.

Our experience in North Wales and western England left us extremely impressed with the British approach to railway preservation. While we are used to getting locomotives and equipment donated, these folks have to buy everything with big cash up front. The Foxcote Manor people had to shell out the equivalent of \$15,000 to buy their ten-wheeler from Barry Scrapyard. The initial condition made our worst looking equipment look like a sparkling jewel by comparison. The Foxcote Manor's shed has a photo story along one wall that chronicles the fifteen year restoration effort from a stripped rust bucket to star performer. The number of parts which had to be made the hard way is quite beyond anything that we have attempted. Even things, like connecting rods, had to be machined from rough stock.

The organization, discipline and sweat required to bring a locomotive back from the brink of doom is nothing short of incredible. These people don't stop at locomotives either. The stations, signal boxes and shop facilities that we saw were all beautifully done and kept in spotless condition. Most of the stations sported meticulously-kept flower beds seemingly all in perpetual full bloom.

While most rail museums in the U.S. are content to have a single depot on their line, most of the societies in Britain maintain several. The Severn Valley has resored a half dozen. Most of the stations are stone and date from the 1860's. The Severn Valley went so far as to (continued next page)

UK RAILROADING, cont'd.

rebuild a brick station on the original site of one that had been torn down years before. The replica is faithful to the original in every detail, of course. "Lint-pick" authenticity in restoration and replication is the standard throughout the country.

In our three-week blitz of this country, entirely by rail, (we all had Brit Rail passes) we saw things being routinely done that have never been attempted by volunteers in America. At the Bluebell Railway south of London, for instance, we stumbled on a group that is building a locomotive entirely from scratch! Some of the shop facilities of the larger outfits are so well fitted that they do major overhauls on a contract basis with other societies.

Our group had been in the country for only a few days when a shop tour of the National Railway Museum at York went down. A day later this writer was treated to a cab ride in a "Black Five" (a famous class of 4-6-2 steamers), at the nearby North Yorkshire Moors Railway. This outfit has one of the longest (15 miles) and steepest lines of any of the British preservation groups. After this great fun our group spent a week in Scotland and rode behind another "Black Five" on the ScotRail line from Fort William to Mallaig on the west coast.

What about Scotland? The best has been saved for last. Scotland adds a magic and

charm all its own. Perhaps it was because the ancestors of half our travel group were Scots that the place overwhelmed us. However, even the non-Scots in our party were blown away by this enchanted place.

Our adventures in Scotland belong in a separate article because the place is so special. Even if you aren't into railroading, Scotland will infect you. PSRM has members in Scotland, Ken and Marjorie Williamson of Edinburgh, who greeted us warmly when we showed up on their doorstep. We have been corresponding for years and they have visited San Diego several times but always kept something from us, the fact that they live closer to Heaven than we do.

Tour Director Ann McVeagh put together the trip of a lifetime for Don and Nancy Getz, Larry and Tanya Rose, Cliff and Dorothy Pennick, Roy Pickering, Harry Hurry, and Peggy Secor. When you see the flyer for the next trip to Britain sponsored by the Museum, jump on it! For the traveller and rail enthusiast it doesn't get any better.

ORANGE EMPIRE RAILWAY MUSEUM

will hold its Rail Festival on April 29th and 30th at the Museum site in Perris, California. Trolley and train rides will be offered both days with special service into the downtown Perris Depot. The Museum celebrated its 30th anniversary in March.



"Foxcote Manor" at Llangollen Station, North Wales, Sept. '88 (Photo by L. Rose)

OPERATIONS --1988

by Rene' L. Scheuerman

1988 was another growth year for our weekly Campo-to-Miller Creek trains. Ridership was up by almost 46% over that of 1987, with 18,289 passengers and a gross revenue of \$114,855. The Silver Anniversary Specials and the Hipass trip brought another 1,417 riders to the SD&A rails, for a total of 19,706 passengers for the year. 1989 is off to a roaring start with 1,411 passengers in the first month - our best January ever.

Because Operations is our single, largest source of income, our priority is mechanical and cosmetic refurbishment of more passenger cars, and later, acquisition of additional heavyweight chair cars. Car shortages have been a problem with AMTRAK, N de M, and most rail excursion operators, so prices can only go up.

Of our 20 passenger cars, only 9 are available now; SD&A 250, 252, 253, 254, 255, USA G-10, UP 576, AMTRAK 5610, and the Robert Peary. Five cars can be made available with a little work and money; ATSF 1509, UP 4054, SD&A 251, and USA Hospital Cars 89437 & 89489. Hopefully several of these will be available on our Jacumba trip on May 6.

Three wooden cars; SD&A 050, and D&R 10* & 14, are too historically significant, as well as too expensive to restore, to consider using for operations, which leaves SP 2693 (Harriman), the Commandant, and ATSF Chief Manajaka (ex-Big Red). Of these, only the Harriman car is currently receiving any attention.

If we can expect continued growth of 40 percent or more this year, then 28,000 passengers in 1989 is an achievable goal.

As a continuing effort to promote our association, any group wishing to see a 20-minute slide presentation about our Museum, or about Operation Lifesaver (a special program from the Federal Railroad Administration, on railroad crossing safety) can call me at 466-6500. **Have Projector, Will Travel.**

*See Bill Schneider's article on the D&R Cars.

!!!SIC ITUR AD GORGIA CARRISO!!!

Carrizo Gorge Restorers Looking for Historical Information on Former Spreckles Business Car

by Norm Hill

Restoration has been moving along quite well the past three months, especially in consideration of the Christmas holidays and all the cold, wet weather we have had lately. The flu bug sure took its toll too. Many of our restoration folks worked on other museum projects like preparing the Mexican CYZ locomotive for transport to its new owner back in Iowa; the 1509 truck repair; and other important projects. I am proud of what our folks do, and it is amazing how much so few people can get done. I have said this before, and I'll say it once again - we are lucky to have these people work so hard to help restore our railroad equipment, and work to build a Railroad Museum. It must be the high pay!!! Thank you all very much for doing all you've done and for trying so hard, and being so persistent. And I especially want to thank **Tom Travis**. Even though he is out of the country on military duty, he still manages to help us. He has donated \$400.00, for work on the #644 wooden Caboose in the past 6 months. Many thanks, Tom, but hurry back 'cause we need your sweat and hard work too.

Recent projects include work on our 1910 private business car, the Carrizo Gorge; Southern Pacific caboose #1061; Union Pacific caboose #75257; and our wooden Fruit Growers Express refrigerator car.

CARRIZO GORGE:

The 1910 wooden private business car continues to be improved by two very special restorers, **Olivia Neece**, and new member **Jeannie Jones**. The two very wonderful and courageous women are working on one of our area's most important railroad artifacts. They have completely stripped all the old wooden paneling in the car's main room using a chemical stripper - a very slow and tiring process. THESE DEDICATED LADIES NEED HELP FROM MEMBERS. While it might seem to be a labor of love with them, they certainly are willing to share it with any others that would like to see the grand old lady put back into her 1910 glory days appearance.

A photo historical display is being planned

too, and part of one wall will be "framed" to show samples of paint and varnish layers so visitors can see the restoration steps.

Along with all their restoration work, they are also beginning to locate historical data on the car, and to do a restoration feasibility study. They need photos, articles, whatever, showing or telling about the car when it was in its hayday under John D. Spreckles, and after. If you have, or know about any such materials, they would be delighted to hear from you, and can be contacted through the Museum's business office.

SP CABOOSE #1061:

This 1940 era steel caboose is well on the way to becoming one of the country's BEST restored cabooses. **Dr. Dan Marnell**, our Museum's new Board President, has done an incredible amount of both research and work on this SP "Shack." He recently located the maintenance cards on this car and our SP Caboose #1058 located at the La Mesa Depot. Dan has had three bunk beds and all the bed hardware custom built from original SP shop drawings. The beds cost almost \$1,200, all funded by Dan. He hired an electrician to completely install new electric conduit and wire, and has worked almost every weekend on the car himself. Other people have also helped. **Dick McIntyre** helped install all the interior safety railings and posts. Dan's son, **Brent**, has worked alongside his dad and has been a big help too. **Larry Rose**, **Ted Kornweibel** and **Frank Stites** have done many carpentry tasks. **Larry Rose** installed all the brass bars on the cupola windows and reinstalled steel strap screws in the walkway between the cupola seats. **Larry** also installed an exact duplicate door holder.

Bill Barbour, **Ken Faller** and **Norm Hill** have completed all the painting prep - stripping wood, spackling "millions" of little holes, dents, etc. We are now almost ready for the final interior painting. This has taken many years to reach this stage. One last note, Dan recently found an original SP first-aid caboose stretcher. Talk about rare!!! All members are invited to inspect the work on the car (and to help too).

UP CABOOSE #25257:

We recently started this car's interior restoration. It had been in an accident which damaged the car's cupola area. The first work involves carefully taking the cupola apart, seeing how it was built, taking detailed pictures, then reconstruction. **Ted Kornweibel** and **Frank Stites** have done the initial carpentry. Several walls in and below the cupola have already been replaced. **Dick McIntyre** and **Ross Robinson** have worked on first removing, then reinstalling the car's water tank. **Roger Garrett**, who purchased and donated the car, and **Ken Faller**, helped one Saturday. Roger came all the way down from Los Angeles to work on the car (**Olivia Neece** and **Bill Barbour** also drive down regularly from the LA area). This car is almost identical to the UP Caboose that the California State Railroad Museum uses regularly. It will someday be great fun for our members and visitors to ride and enjoy.

FRUIT GROWERS EXPRESS:

Bill Barbour, **Ken Faller**, **Charles Alban** and **Norm Hill** have stripped all the old paint, sanded the wood and primed almost one-half of one side. The goal is to have this car restored by the end of 1989. It is a really neat 1930's era wooden car.

Sanborn's Drop Anchor in Campo

by Dan Sanborn, Campo Site Manager

Thanks to **Larry Rose** and **Ed Duling's** digging abilities, and **Ross Robinson's** burning and welding, there are now 5 iron 'dead-men' planted in concrete around the caretaker's trailer to hold everything in place during the 'breezy' days and nights that Campo is famous for.

The CYZ 2-8-0NG locomotive has been removed. Due to clearances and the distance it had to be hauled, it had to be partially dismantled, like removing the boiler. These chores, along with helping with loading, were done by **Ross Robinson**, **Jim Hamill**, **Cliff Pennick**, **Ed Duling**, **John Buzzel**, and **Scott Thompson**. (Continued page 11)

"As I See It"--Going Public

by Rene' L. Scheuerman

With the Silver Anniversary Specials and Railfair well behind us, we can look back to what has been a quantum leap in the visibility and credibility of our Museum as one of the premier groups in the Far West. Many members came to the conclusion that to accomplish our restoration goals in this century would require that we have the highest, most memorable image possible, first to the general public, and consequently, to organizations and individuals in a position to help financially and politically.

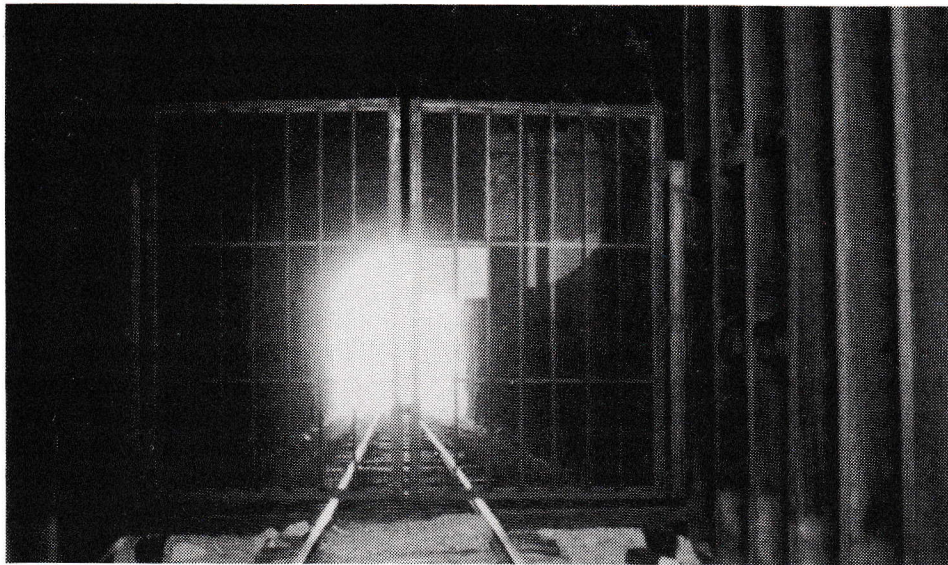
If we wish to remain a small, coterie of railfans who chip paint every Saturday, and are only supported by other railfans, then we can go back to restoring one car a year, or a locomotive every five years. In a very real sense, we have a trust given us by the contributors of rolling stock, who not only expect cosmetic restoration, but equipment operation as soon as possible. Anyone can blow smoke, but individuals and organizations are usually judged by their **TRACK RECORD** and we need a good track record **NOW** to take advantage of the displayed steam locomotives which have suddenly

become a liability because of the asbestos scare. Given the choice of expensive options, many of the owners may decide that the cheapest solution to the problem is to cut the locomotives up for scrap.

Most steam locomotives were built before the health hazards of asbestos were known, and although it is the Museum's goal to achieve authentic restoration wherever possible, it is really not safe to expose our volunteers and passengers to the safety standards of the 1930s and 1940s. Obviously some deviation from this goal is necessary for the sake and safety of all concerned. As we well know, one law suit could create major hardships for our train ride business.

Incidentally, twenty-nine percent of every ticket sold now goes for liability insurance, and indications are that any changes in this area will be cost increases.

Going public really involves a change of attitude on the part of the members. To grow is to change; think big and grow with it; think small and be a small group of hobbyists, working without support, in obscurity.



David DiGiorgio has received a lot of flack lately because people have been caught in the Carrizo Gorge or other parts of the SD&IV track. The most common excuse given by trespassers is, "Some fellow at the museum told us we could go here." Please make it very clear to all visitors (and members as well) that the track is private property. We

do not own it; MTDB and SD&IV control it. **OFFICIAL MUSEUM POLICY:** No one...Absolutely NO ONE, is allowed on any of the SD&IV right-of-way, except as part of the museum's regularly scheduled, or approved special train rides. This especially and specifically includes the Carrizo Gorge area

DURANGO ROUNDHOUSE BURNS

Early on the morning of February 10, the Durango roundhouse of the **Durango & Silverton Railroad** burned. The cause was initially suspected to be wiring in one of the wooden walls, but later inspection showed it was more likely caused by an old, very dry wall behind a kiln used to heat parts that probably caught fire from that heating process, or a spark from a nearby grinder.

All six of their operable steam locomotives were stored in the building. Damage varied from engine to engine, but later inspection showed that none of them were as badly damaged as originally feared, and certainly none were beyond reasonable repair (no distorted boilers, warped frames, etc.).

According to **Jay Slaughter**, Assistant Agent, that, while the roundhouse was considered a complete loss (including the machine shop), the pits were still usable, plus they are using space in their car barn, so work on the locomotives is being done in earnest. One part of the roundhouse, made of cinder block, was not destroyed, so they put a new roof on it, and have made it their temporary machine shop, so at least some of the needed machining is again being done in-house, while more major work is being farmed out.

And while firefighting at the time of the blaze was seriously hampered by extremely cold weather, it has since been much more pleasant, according to **Slaughter**, for which the mechanics and restoration people who have worked outside were grateful.

The railroad still expects to begin its season May 6, as originally scheduled. They expect to have three of their six locomotives back to operating condition at that time, and as they start into their summer schedule, which calls for increasing the number of trains as their busiest period approaches, the other locomotives will be on line and ready for action.



The D & R Movie Train: "D&R #8 in disguise for Jesse James movie" reads the caption on this 1938 photo. The 1888 Cooke locomotive, combine (ex-coach) #12 (also disguised to look like a coach again), and coach-observation #14 (now at Campo) were

lettered "St. Louis Midland Railroad" for their roles in that classic film shot in Missouri.

(Photo from Earl Saunders Collection, courtesy of Jim Wakefield)

Rare Gems From Arkansas

by William Schneider

When our Museum acquired two wooden passenger cars in 1976 that had been owned by the Dardanelle & Russellville Railroad and 20th Century-Fox Films, it began 13 years of tales about these "movie stars" that the National Enquirer would be proud of - and most were untrue! They were not built by the same coachmaker, don't pre-date the Civil War, weren't on the D&R in 1882, the combine was never D&R #13, and Lucius Beebe didn't ride it!

RS&S COMBINE #3:

OUR OLDEST CAR!

According to a 1917 Valuation Report, this car was built in 1886 by the Pennsylvania Railroad as a 46' coach. It was probably Class PF, which PRR adopted in 1885, its first with steam heat piping. Capacity was 58 without stoves. The body is approximately 46'10" long (53'6" including platforms) and 9'4" wide (to 9'10" including eaves). It weighs about 53,000 lbs, has wood four-wheel trucks and underframe, white oak interior wood, red plush seats (mostly walkover), yellow poplar exterior panels with edges covered by molding, and originally had five Adams & Westlake oil lamps. It closely resembles restored 15-window PRR coach #3556 at the Railroad Museum of Pennsylvania in Strasburg, built in PRR's Altoona shops in August, 1886.

Our car's number and history are unknown until its purchase in May, 1916, for \$1,320.76, from broker H.E. Wilson & Co., by the D&R, a five-mile Arkansas shortline with coal deposits on its route, opened in 1883 and still in existence. Renumbered D&R #10, the coach had a "Jim Crow" racial segregation partition installed to comply with pre-civil rights state laws, probably with eight windows in the "white" section and seven in the "negro" section. On March 5, 1924, a fire that began in the North Dardanelle depot burned one side of the car so badly it required new siding, windows, curtains, and upholstery costing \$972.16, including "Un-skilled Labor" at 25 cents an hour!

D&R #10 was retired October 31, 1936, and sold to the Rockdale, Sandow, & Southern Railroad, a six-mile Texas shortline for \$125 plus \$625 to rebuild the car into a combine at D&R's North Dardanelle shops. The segregation partition apparently was used as the baggage room/coach wall, and a new partition added dividing the coach area into a two-window, eight-seat "negro" section next to the baggage room, and a six-window 22-seat "white" section with the car's restroom. Baggage room doors replaced two windows per side, and five others were paneled over, three of them being completely hidden by new interior paneling. Renumbered RS&S #3, the combine was sent to Marjorie, Texas,

in November. Both the D&R and RS&S were controlled by the McAlester Fuel Co. of McAlester, Oklahoma, at that time. In February, 1945, RS&S #3 was sold to 20th Century-Fox and sent from Rockdale, TX, to the studio lot in West LA about March 5.

D&R #14: COACH/OBSERV. CAR

A door sill builder's plate identifies this as a product of Jackson & Sharp Co., of Wilmington, Delaware. "WNY&PRR" is cast on its four-wheel wood trucks which appear original (though they could have been switched), indicating the car was probably built in 1888 or 1889. The Western New York & Pennsylvania Railroad was formed in 1887, went into receivership in 1893, and was reorganized as the WNY&P Railroad in 1895. The 586-mile line linking Buffalo and Rochester with Emporium and New Castle was acquired by PRR in 1900. WNY&P coaches were numbered in the 200 or 300 series, and later in PRR's 3351-3500 series. Our 18-window car has narrow-board siding, wood underframe, couplers by Standard Coupler Co., wood interior paneling, and stained glass clerestory windows with 3-D rosette designs. It is approximately 54'2" long (62'2" with platforms) and 9'10" wide.

The car's history is unknown until 1916 when it was listed as coach #5 by the Marshall & East Texas Railway, (see next page)



Hand lettered sign on inside of D&R #14's rear door gives date of rebuilding into a coach observation car. Photo by B. Schneider

a 92-mile line terminating at Elysian Fields, TX, just west of Louisiana. It was acquired by D&R from Houston Railway Car Co. for \$1,000 in 1920, arriving in North Dardanelle December 4. The D&R apparently gave the broker D&R Coach #11 (ex-D&R combine #3, probably an ex-Illinois Central commuter coach) in trade or for \$1,000 credit.

The car was rebuilt in the North Dardanelle shops in April, 1921 and placed in service June 1st as D&R #14. A restroom and four coach seats at one end were removed and windows added on both sides of the door, creating a 20-seat "observation room" separated by a new partition with door from the remaining 40 seats and restroom. All but two of the double seats are walkovers. Half-high partitions were added behind the last row of coach seats in the "observation room", where six leather-upholstered mahogany-finish armchairs purchased from Harris Brothers of Chicago were also installed. The partition was apparently not added for racial segregation. **Jim Wakefield** (PSRM Life member and resident of Arkansas) points out that the D&R did not have a business car, and the rebuilding probably provided private accommodations for railroad officials and special guests when needed. The \$4,020.96 rebuilding cost, for a total of \$6,020.96, made #14 the most expensive passenger car installed by the D&R - and its last.

In 1938 D&R #14, combine #12 (an ex-PRR coach camouflaged to look like a coach again) and 4-4-0 Cooke locomotive #8 were used in filming 20th Century-Fox's Jesse

James (Tyrone Power, Henry Fonda, Arleen Whelan) on the Kansas City Southern near Neosho and Noel, Missouri, in the Ozarks, for \$520 rent for the two cars, and \$520 for the locomotive. One scene was probably shot inside D&R #14. Many train sequences became "stock" footage used in later big-screen and television films including Gunsmoke, The Big Valley, Buffalo Bill, and others. In December 1944, D&R #14 was retired and sold to 20th Century-Fox for \$1,200. Its lettering removed but number left in place, the car left Russellville about June 8, 1945, on its own wheels, two of which were replaced after a MoPac crew failed to release a hand brake, the wheels overheated, and one broke. It arrived in Texarkana June 29, then West L. A. July 24.

D&R #8 and #12, sold to Fox in 1945, left Russellville July 17 and September 4, respectively. The only passenger car remaining on the D&R was 12-wheel combine #4, which Beebe rode in 1947 and wrote about in Mixed Train Daily. It was retired in 1953 and used as a residence. Beebe's tribute to the beauty and workmanship of D&R #4 can also be applied to our cars.

MOVIES & MUSEUM

From 1945 to 1972 the ex-RS&S and D&R cars were used in many films. Appropriately, for their first California film roles in Centennial Summer these ex-PRR cars were lettered "Pennsylvania Railroad"! Other films include The Raid, Love Me Tender, The True Story of Jesse James, The Second Time Around, Walls of Jericho, and possibly

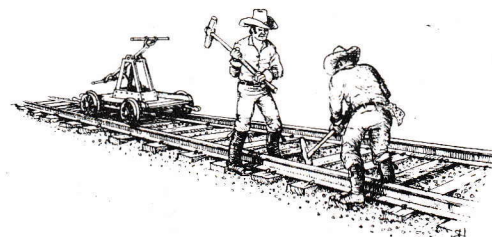
Berlin Express and I Wonder Who's Kissing Her Now. They also appeared in the TV movie Powderkeg and in Nichols and Bears TV series.

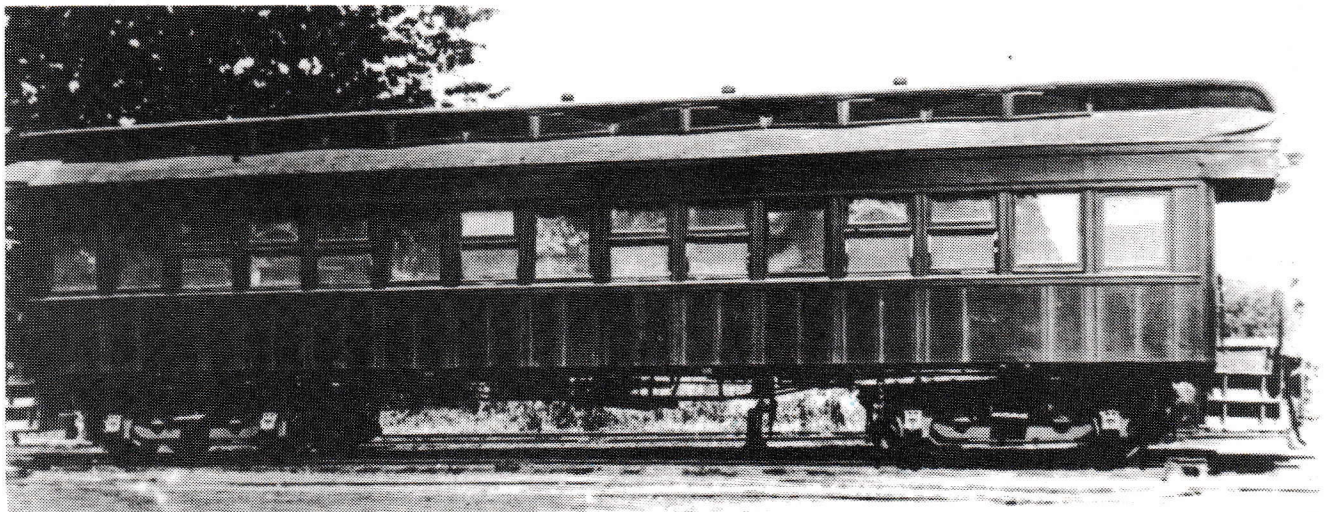
D&R #12 was converted into a full baggage car, and all three ex-D&R cars (#10, 12 & 14) appear in photos on page 205 in The Movie Railroads by Larry Jensen. RS&S #3 was mis-identified as "D&R #13" (a number the D&R never used), probably because it and D&R #14 were sold by the same McAlester corporate office. Their lettering was removed, and a weathered "3" may have been mistaken for a "13", which fit conveniently between 12 and 14.

In the late 1950's the studio railroad equipment was moved about 20 miles west to a 2,000-acre Malibu Canyon ranch, where it remained after being sold to Short Line Enterprises in January, 1972, for proposed use on tourist railroads. In early 1976 the ranch and parts of others owned by Ronald Reagan and Bob Hope were purchased for the new Malibu Creek State Park, and the equipment had to be moved. In April, 1976, D&R #14 and RS&S #3 (mis-identified at D&R #13) were traded to PSRMA for an ex-Rock Island 0-4-0T in poor condition. **Dick Pennick**, then the Museum Board Chairman, was the key figure in the transaction.

Bill Schneider sends a **GIGANTIC** "THANK YOU" to **Jim Wakefield** for his invaluable in-depth research, and for providing us with the old D&R photos borrowed from D&R President, **Bill Robbins**, whom he (and we) also thank. Jim is working on the passenger portions of a definitive book on the D&R, and we need more information on the cars' movie and early pre-D&R history. If you can help, write **Bill Schneider**, c/o SDRM, or call (619) 461-7428.

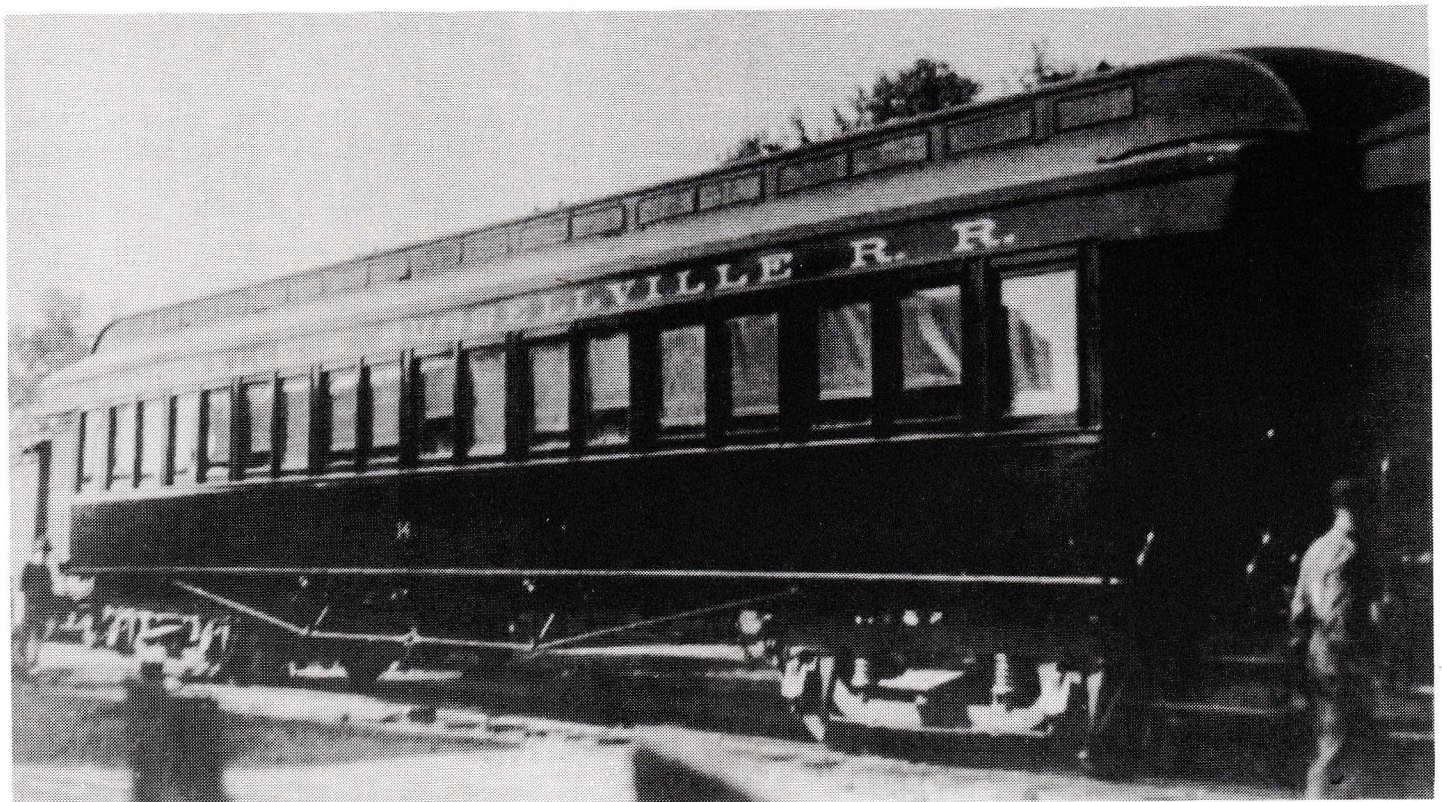
Bill thanks **Tanya & Larry Rose**, **Dick Pennick**, **Jack May** (VP of the Electric RR Association of NY) for the PRR Centennial History (WNY&P data), Larry Jensen's The Movie Railroads, and the Pennsylvania RR Museum for data on PRR #3556.





D & R coach #10 at North Dardanelle, Arkansas. Photo believed taken in 1919 or 1920. This car was converted into Combine #3

in 1936 for the Rockdale, Sandow & Southern, a sister shortline. Note the paneled sides with molding, and the clerestory roof ends.



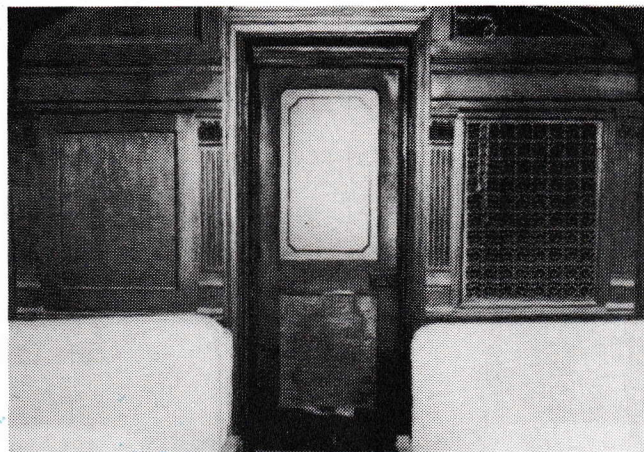
D & R coach-observation #14 at North Dardanelle, Arkansas, sometime between 1921 and 1931. Occasion may be the maiden run of #14 after its 1921 rebuild. Note board siding, observation

windows, roof ends, and WNY & PRR trucks.

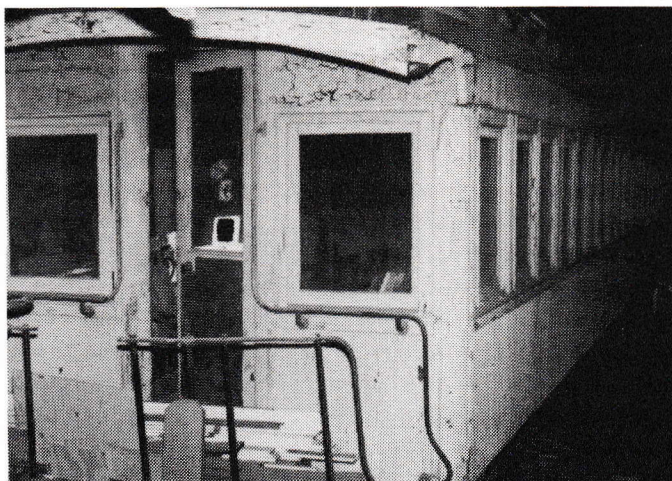
(Both Photos from D & R RR collection, courtesy of Bill Robbins, President, D & R)



Forward end of D&R #14, shows details of restroom roof (left) and alcove (right) where there may have been a stove in pre-D&R days. Note the ceiling wires, which may have been installed by 20th Century Fox when the car's oil lamps were removed.



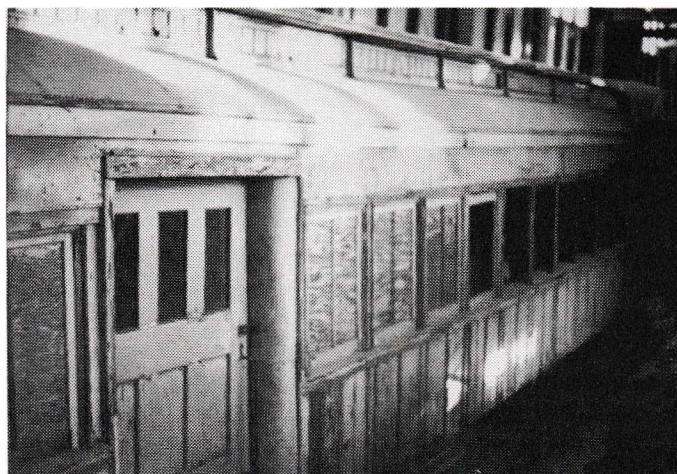
Coach end of Combine has restroom (left), bench seat and steam radiator behind iron grill in alcove designed for a stove.



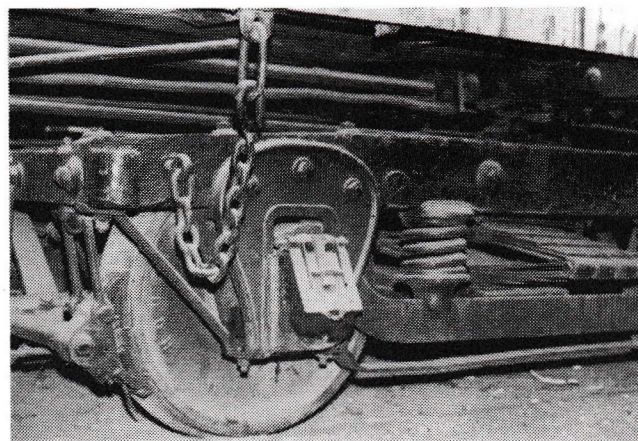
D & R # 14 had two windows added on one end, creating an "observation room." It awaits restoration in the car shop.



Baggage room wall may be original "Jim Crow" partition. Newer racial divider with swinging door is seen from baggage room.



RS & S #3 had windows replaced or blanked out when converted to a Combine.



Wooden trucks are typical PRR 1880's style

Membership Program in Gear-- Life Member Benefits

by Scott Thompson

Membership: As of this printing, the membership program is completely up to date and operating efficiently, thanks to the new computer system and more importantly several key people. The Museum's new Office Manager, **Bobbie Ringersma**, is now handling all aspects of the program, so if there are any questions, please give her a call at 233-7908. And we have something new to report: **Sustaining, Life, Gold Spike Life, and Charter Members** will be provided with plastic identification cards. **Sustaining** will be Bronze, **Life** and **Charter** will be Silver, and **Gold Spike Life** will be Gold. A special notation will be included, giving Sustaining members an annual pass for free train rides (member only); Life and Charter members will receive lifetime passes for free train rides (member only); and Gold Spike Life members will receive free lifetime passes for themselves and a guest.

Gift Shop: The Gift Shop is continuing to expand its wide selection of inventory. New items are arriving daily. The shop is fast becoming a major financial contributor to the Museum. **Maxine Sanborn** needs help, especially as we near the summer months, our busiest season, so if you can help, please call her, 478-9937 or 478-5301.

Tours & Exhibits: The development of an all-inclusive tour program for our Campo facility is currently in progress. As the number of visitors continues to grow, it is important that we fulfill our purpose to educate the public about the history of railroads. These tours allow us to better introduce the Museum to the public and recruit members and supporters. Member **Jerry Gillam** has worked on this for months.

Special Events: The East line of the San Diego Trolley will begin regular service to the Spring Street Park-and-Ride Station on May 14, and to El Cajon Transportation Center Station on June 18. The Trolley is planning special events for both openings and the Museum will assist in the celebrations, especially in La Mesa. MTDB has asked to include our Depot in the festivities.

La Mesa Depot Museum: Now that construction of the Trolley line through La Mesa is nearly complete, **Margaret Barksdale** and her staffers have been able to reopen the Depot on weekends. Because of construction, Margaret has fought a continuous battle with dust and dirt, and no water service, but has managed to keep things presentable in spite of it all. If you haven't seen the Depot lately, stop by and renew your acquaintance with one of the finest restored railroad depots in the country. (See article this page.)

General Meeting: The meeting held January 27 was well attended and enjoyable. Superintendent of Equipment, **Norm Hill**, with assistance from Brenda Bailey, gave the audience an excellent slide show covering our 1988 RailFair, and the 25th Anniversary train trips on the SD & A Railway. Norm's shows can turn anyone into an instant railfan. Those present also found out the latest Museum news and plans from Executive Director, **Barney Barnier**, and a few words from the newly elected President of the Board of Trustees, **Dr. Dan Marnell**. Watch for the announcement of the next meeting, and plan to attend.

SANBORN (cont'd)

The locomotive had recently been sold to a rebuilder in Iowa. Others that helped with the loading were Crane Operator, **Mike Reading**, and Rigger, **Don Sanborn**. The whole task began Friday, February 10, and was completed VERY late the following Monday night.

Roofing work on the car shop, depot and line sheds has been finished. The shed roof of the car barn over the crew's lounge and machine shop areas was redone several weeks ago. Next, came the Depot, and finally the line sheds. Maybe we'll have a dry place to work now when the rains come.

The new Rules and Air Brake manual is here for members of Operations. See Terminal Manager, **David DiGiorgio** (cost is \$12.50).

Depot Reopens After Trolley Construction

by Margaret Barksdale

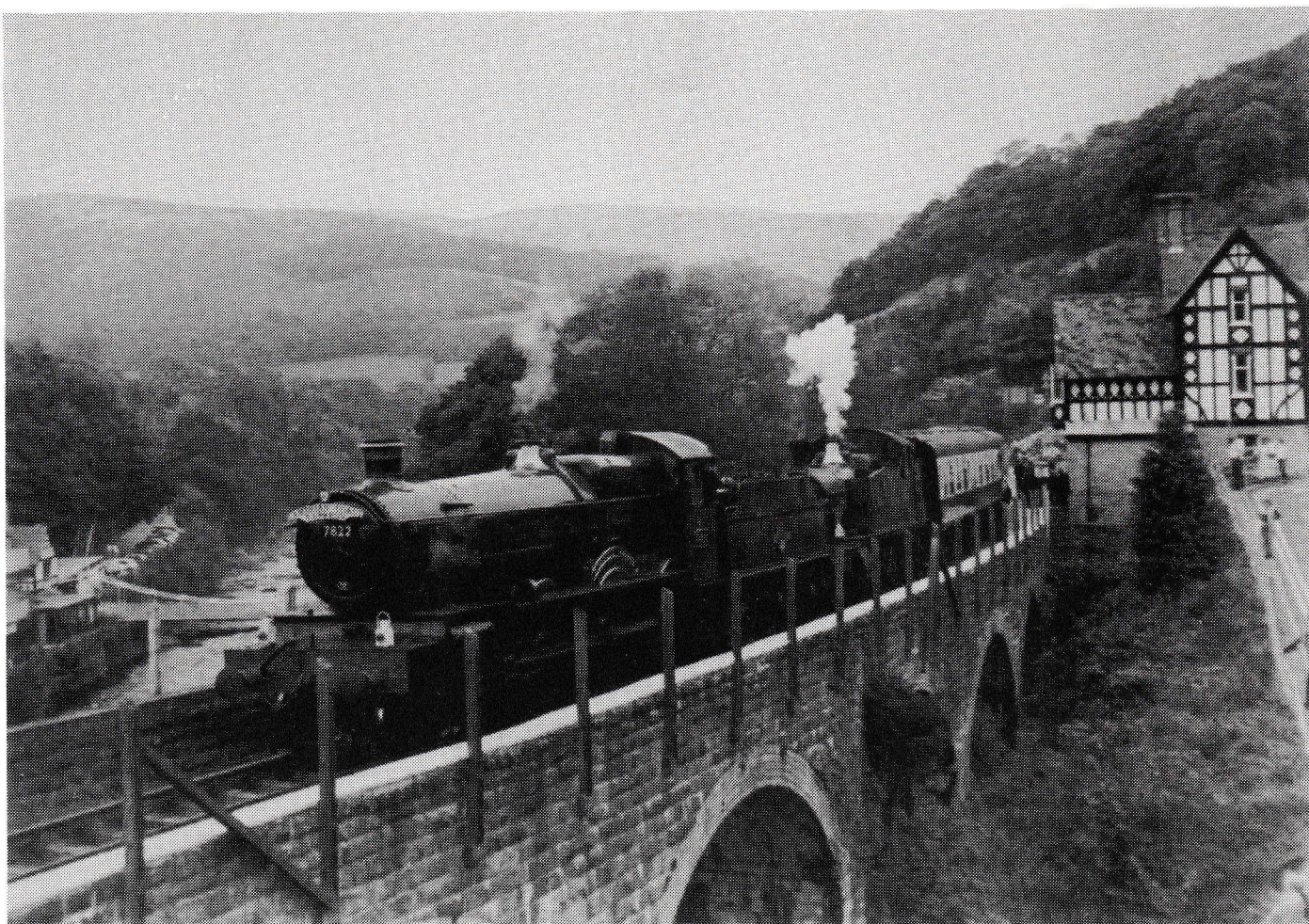
Our depot is open again!!! We closed for several months because of the San Diego Trolley extension work, but visitors are again coming to see our award-winning museum. We have been visited by the **Trinity Christian Pre-School**; there were 24 students in Mrs. Anderson's class and 27 in Mrs. Halvorson's. They were also accompanied by some loving parents. Many, many thanks to **Margaret Collins**, my good right arm, who once again was the tour guide for our school children. We also hosted the **Trailsetters**, who had just returned from Campo and a fun ride on the SD&A.

I would like to apologize to our faithful staffers who have not been listed in the "REPORT" for some time. If it were not for these "true believers" we would not be able to keep our beautiful depot open on the weekends. I would just love to hear from you if you think that meeting interesting (and interested) people is your cup of tea. Call 464-0061 and get involved in your Museum.

Recent Staffers: ***Wayne Davis**; ***Joe Laurent**; ***Dan Botkin**; ***Jack Ebey**; ***Margaret Collins**; **Julius Acevez**; **Donna Regan**; **Mabel Perrapato**; **Eric Sanders**; **Al Ellis**; **Roy Pickering**; **Russ Stockwell**; **Dorothy Cotton**; and **Hal Gasner**.

(*Staffers who donate at least one day every month to keep our depot open)

Editors Note: While **Margaret Barksdale** wrote the preceding article, she graciously omitted any mention of her involvement in maintaining our Depot. Surely it is worthy of mention that she is as active as anyone in staffing, in addition to keeping the place clean and presentable for our visitors. I believe that she and **Margaret Collins** both spend a lot of time calling members to help with staffing chores, and when we have some special activity there, like painting the building, she again is there, setting out lunches and munchies for the workers (sometimes I think workers show up just because they hear Margaret is furnishing the chow).



A double-headed steam excursion train on the Llangollen Railway Society's line in North Wales was a highlight of a fantastic railway adventure enjoyed by Museum members in the U.K. last September. On the point is a 4-6-0 of classic lines, #7822, "The Foxcote Manor", recently put back in service after a fifteen year restoration effort! The second engine is an 0-6-0T locomotive. The duo has just halted in front of the Berwyn station with a fine rake of coaching stock. This beautiful station clings to a hillside overlooking the river Dee. A suspension footbridge over the Dee is beyond. The dominant color in the scene is green, including the locomotives! (L. Rose, photo)

SAN DIEGO RAILROAD MUSEUM

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