Summer, 1989

REPORT

No. 218

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

FIRST PASSENGER TRAIN TO JACUMBA SINCE 1951



SD&A Locomotive #1809 noses into Jacumba, the first passenger train the station has seen in 38 years. About 500 people detrained and enjoyed a Bar-B-Q feast put on by the Boulevard-Jacumba Kiwanis. Repeat trips are planned in the fall (see accompanying flyer).

photo-S.Fitch

1809 AIR BRAKE CONVERSION A MATTER OF SAFETY

The following is a letter from our Mechanical Superintendent to explain to those concerned members why Engine 1809 is being converted from a #6 automatic brake system to a #26 self-maintaining brake system. -editor

* * *

It is the general consensus of the Mechanical and Operating Department personnel, as well as the Executive Director, the Campo General Manager, the Terminal Superintendent, and the Superintendent, Mechanical Department, that conversion of the automatic (train) airbrake system on SD&A engine 1809 from a #6 automatic to a #26 self-maintaining automatic is in the best interests of the Museum and will greatly increase train handling safety. For this reason, the change has been approved and will be installed at the next shop maintenance period.

BACKGROUND: The old #6 Automatic was, at the time of its inception, an adequate airbrake valve for controlling train airbrakes, be they passenger or freight. The main drawback to this equipment was that whenever the brakes were applied and the automatic valve lapped, the normal brake pipe leakage which occurs on all trains regardless of their length or make-up, will sooner or later draw more air from the brake pipe, causing the brakes on all cars in the train to set up harder and harder until they lock up or the engineer releases them.

Thus a new method had to be found to counter the brake pipe leakage which is always present even under the best of conditions. If the leakage cannot be totally eliminated, then a way must be found to "maintain" the amount of air in the brake pipe when the train brakes are applied so that a constant brake-shoe-to-wheel pressure could be exerted and brake application could be left applied over a longer period of time without the brakes setting up further by themselves. Without this "Maintaining" system the brakes must be applied, released, reapplied, released, etc., and unless there were a sufficient period of time for recharging the system, especially on a long downgrade, the engineer would find there would be no brakes left to stop the train. If the grade is steep enough and long enough the train is likely to run away, likely resulting in derailment, injury or even death to passengers and crew.

There are two possible solutions to this problem in modern railroading, dynamic brakes and self-maintaining brake stands. Our engines unfortunately are not equipped with dynamic brakes, and our own main service engine SD&A 1809 did not come from the factory with the then-new self-maintaining brake system. #6 is now virtually extinct in operating railroads. Enter the #26 system, introduced in the 1960s. This new, self-maintaining, automatic train brake system is a reliable, inexpensive to maintain and repair, easier to operate, more effective train brake valve than anything before. It is found on most locomotives from coast-to-coast, and Canada to Mexico, Amtrak to the largest freight hauler. The #26 is the STANDARD.

Since #26 equipment is self-maintaining, an engineer can now set the brakes and not worry that the ever-present brake pipe leakage in it will further drag the brakes down. He/she can now leave the brakes applied longer, and over a much greater distance, leading to safer, smoother train handling and reducing the possibility of a runaway from lack of air after an overapplication, release and reapplication required with the old #6 system.

In light of such positive evidence, we have decided to install the best brake system into the Museum's primary tourist train locomotive. This engine, SD&A 1809, is not considered part of the Museums historical (permanent) collection; rather it falls into the tourist railway equipment category as outlined in the Museum's rolling stock "Collection & Restoration Policy." This policy allows for the modifications which have already been made to this engine, such as the "Black Widow" paint scheme, silver trucks, step operated pin lifters, etc. In line with this policy, the #26 brake system's advantages are a very desirable addition. The physical changes to the locomotive will not be apparent from the exterior, and very little change will be made in the cab as most of the equipment is housed under the floorboards. The automatic train brake valve, and the independent valve at the engineer's position in the cab will be the only indications that the locomotive is #26 equipped, and to a novice this equipment will not look that different.

This is not to say that every locomotive in the Museum's collection should be #26 equipped. This is neither implied nor intended. All equipment in the historical (permanent) collection will be restored and operated in it's original condition if at all possible. We are, after all, a **Railroad Museum** first and foremost, and are dedicated to preserving Railroad history.

Geoffery L. Scheuerman
Superintendent, Mech. Dept.
Road Foreman of Engines, SDARR

REPORT

Official Publication of the San Diego Railroad Museum
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EDITOR: Harry E. Doering

ONE YEAR MEMBERSHIPS
Senior/Student-$15: Individual-$25: Family-$35: Contributing-$50
Supporting-$75: Sustaining-$100:

LIFE MEMBERSHIPS
SENIOR LIFE-$300: LIFE-$500: GOLD SPIKE LIFE-$1,000

COMPANY/CORPORATE MEMBERSHIPS
Associate-$1,000: Sponsor-$2,500: Benefactor-$5,000

PAINT CHIPPIN' - More Tourist Cars, You Say!!!

by **Norm Hill**
"Paint Chipper #1"

Once again, our 'small coterie of railfans' continues to work miracles on some of our Museum's railroad equipment. The Museum really owes a lot to the people who work so hard to make our collection look like it belongs to a railroad museum. Many of our workers like **Dick McIntyre** and myself have worked twelve years almost every Saturday and quite often during the week. **Larry Rose** has put in 14 years for the Museum, much of it chipping paint. Some, like **Bill Barbour** and **Olivia Neece,** come down many weekends from Los Angeles for our unique form of "fun". All restoration and "paint chipping" has been done almost all outside, in the dirt and mud. We have never had a paint shop nor even a place to work but we have probably done more restoration and true museum work than most railroad museums in this country. Most of our work has been done with minimal support and terribly small budgets. A lot of our restoration money has come from our own wallets. Members like **Tom Travis**, who now lives and works in Italy, make frequent large cash donations. Board President, **Dr. Dan Marnell** has funded the entire restoration of Southern Pacific Caboose #1061 by himself. Our people, for no pay whatsoever, work very, very hard. Thank you all very much. You are super people for doing what you do!!!

Recently, some well-meaning members have been calling for more "tourist cars". I have no problem with this, we may need some more tourist cars, but try to recall some real facts:

1. "Paint Chipping" is an art. It's real hard work and only people with tenacity and extreme dedication will do it. If we waited 'til we could afford to hire this work done, we would not have anything in service now.
2. We need a paint shop able to handle an 80-foot-plus railroad car. It is very difficult to work outside in San Diego County's hottest and coldest weather zone with wind-blown sand year 'round.
3. We need help from more members. If we had everyone who wants more tourist cars, come out and help us, we could get more cars done. If you feel the tourist operation needs more cars, I will gladly show you how to do a basic "conversion" or restoration.
4. Try to remember, it was our "paint chippers" who restored and created our present tourist train fleet. Our cars are some of the best in the country. Remember we come to Campo for the "fun" of working on authentic railroad museum pieces. Working on tourist cars is not hardly any fun. It's like an automotive car restorer being told to convert an antique car into a taxi because taxis haul people and make money. We constantly hear comments like "Let's take a car and cut the top off" or "Put seats in a gondola and have a canvas roof on top." This is not resoration, this is conversion and sometimes destruction of the original railroad artifact. We in restoration want to do restoration. Cars for the tourist operation should be restored to what they were or as close to it as we can. Our tourist cars should be as close to museum quality restoration as possible and should represent what a true museum should have, to show as old-time railroading.

CARRISO GORGE
Jeannie Jones and **Olivia Neece** continue to work on the car's interior. The main solarium has been stripped. Now these super workers are removing the old paint and varnish from the dining room. Pictures and car displays have been set up in the main room so visitors can learn more about the car's rich and interesting history. Every reader of this article would be welcome to join our two very dedicated restorers. Thank you for helping to keep restoration going and trying to build a museum..

S.P. CABOOSE #1061
Dr. Dan Marnell also has done a lot of true restoration work on our 1942 steel caboose. Dan has hired two professional painters to paint the car's interior. The walls, ceiling, floor and all interior furnishings have been painted. This car is now one of the best restored cabooses in any museum. More missing artifacts like a genuine S.P. stove, have recently been installed.

U.P. CABOOSE #25257
Ted Kornweibel and **Frank Stites** continue to remove and replace all the old damaged plywood wall material. Some day we hope this car will be another accurate 1960 era caboose. We intend to restore

(continued on page 8)



Larry Rose, LIFE Member #2, stands by an M19 Speeder that he, **Harry Hurry** and **Joel Cox** recently restored to original condition. Read the details in Norm Hill's article, "Paint Chippin'".

photo-H.Doering

MUSEUM DEVELOPMENT DIRECTOR LOSES BATTLE TO CANCER

By **Scott C. Thompson**

On May 30th the Museum suffered a loss that could effect it's growth for some time to come. After a long and painful battle, our Director of Development, **Michael O'Leary** lost his life to cancer. Much of the progress the museum has seen in the last two years is due to the professional expertise that Michael brought with him.

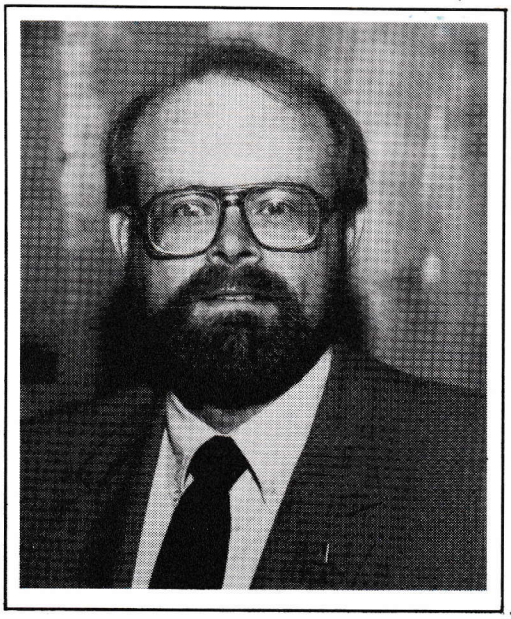
Not many in the museum knew much about Mike, even those who had worked closely with him. He had an extensive background in Education, Politics, Business, and Fundraising. He graduated from Georgetown University, Cum Laude, with a Bachelor of Arts from their Honors Program in Government. He was chosen as commencement speaker for the 1971 graduation ceremonies. Prior to college he attended Jesuit High School in Portland Oregon were he was President of both the Oregon and National Student Congress. Mike was born and raised in Tacoma, Washington.

Between 1970 and 1972 Mike headed the Political Information Staff for the Presidential campaign of Senator Edmund Muskie. His responsibilities included daily political/fund raising briefings, liaison with field advance staff, and research on convention delegate selection and McGovern Commission reforms.

In 1968 and 1969 he was an Intern to U.S. Senator Henry M. Jackson. Also in 1969 he worked for the Democratic National Committee revising the O'Brian Campaign Manual of 1960 of which he authored large sections concerning campaign strategy, tactics, and practical fundamentals.

From 1972 to 1977 Mike consulted in various capacities on 34 campaigns in 17 states. His duties ranged from campaign management to staff training, speech writing, press relations, canvass organization, and election day activities.

While still in college and in between political campaigns he taught at both the high school and college level. Some of the schools on Mike's list included: Washington Free University; Western High School, Washington D.C.; Jesuit High School, Portland Oregon and San Dieguito Union High School Adult Education. He taught subjects ranging from Political Organizing and Campaigning, U.S. Politics and Government, U.S. History, General Psychology and Non-Profit Fundraising.



Mike's background in business and fundraising was as extensive as his political experiences. In it's early days, he was a lobbyist for AMTRAK. He was director of Marketing/Sales for both Mallory Co. in Kelso, Washington, and Systron-Donner Corporation in Sacramento, California. In 1972 he founded and was Chief Executive Officer of the U.S.S. Monitor Foundation, a non-profit charitable organization for marine archaeological and historical research. From 1985 to 1987 Mike was the Development Director for the Children's Museum of San Diego **where he made major in-roads to the expansion and public knowledge of this Museum.**

In 1987 the Board of Trustees, realizing that professional expertise was required if the museum was to ever change from a club into a publicly focused museum and to achieve it's goals, hired Mike to become the Director of Development. He worked with the trustees and staff to make the difficult transition that few groups ever succeed in carrying out. Major changes in organizational structure, bylaws, and the development of both long and short term plans, were all needed to put the museum on track to becoming one of the finest railway museums in the country. Mike's past experience, and outside perspective was a tremendous asset in this difficult transition. Much of the rapid growth of the museum in the last two years and the years to come are due to him and the lessons he left.

One of the major projects Mike assisted the trustees with was the development of a museum location in downtown San Diego. The purpose of this facility would be to attract political and public support and to draw major donations for the development of both the San Diego and Campo facilities. This in-town location would house the museum's: office, library, meeting rooms and static displays and would be open to the public seven days a week.

A second project was a major promotional campaign to introduce the museum to large segments of San Diego. This included the Anniversary Train Specials from Campo to San included the Anniversary Train Specials from Campo to San Diego and back, the highly successful RAILFAIR and the Twenty-Fifth Anniversary dinner in the Santa Fe Union Station in downtown San Diego.

Mike is survived by his wife and high school sweetheart Ann, two stepchildren; Michael - 17 and Kim - 19; and his own son Kevin who is only 6 years old. Our most heartfelt condolences go with them. We say goodby to Michael, and THANK YOU. We have lost a true friend. The Board and Staff will continue with the goals and direction he set and will continue to build the SAN DIEGO RAILROAD MUSEUM into one of the finest public museums in the country.

MUSEUM GROWTH CONTINUES AT RAPID PACE

Half of another year has vanished behind us, and as usual, I wonder where it went. I guess it's time to look back and see how we've done so far this year.

Our new three-phase power service is right on schecule, and work on finishing up the Car Shop siding has commenced.

Norm Hill's troops have finished one side of the FGEX refrigerator car, the C&O Caboose is ready for its final coat of paint, and the AT&SF 1303 Library-Pullman-Baggage Combine is starting to receive some attention as well. The Steam Crew, under the able leadership of **Doug Mick**, has returned the Shay to full operating status, having run on the Memorial Day weekend and the July 4th holiday. The Operations Department ran a superb trip to Jacumba with the most able assistance of organizer **Jim Lundquist**, and terrific food by the local Kiwanis club. Our Office Manager, **Bobbie Ringersma**, has taken care of the problems we had with the membership computer and our renewals are up to date, and being processed on a daily basis. Organization has come to our office!!!

Don Getz, our Assistant Facilities Superintendent, orchestrated an amazing transformation in our Campo Depot parking lot, as well as most of the site preparations for the new East Entrance to our rail yard (see separate story on Page 11, "Campo Parking Lot Gets A Lotta Help From It's Friends", for details on this feat).

Maxine Sanborn has doubled our business in the Gift Shop, as well as keeping the reservations system in order for the Group train riders.

Scott Thompson's Public Services Department has not been idle either. Scott put together an excellent Annual Dinner as I am sure those of you who attended can attest. Scott also arranged for a 22-minute Video to be produced with the able assistance of **Keith Allen of Cox Cable**, and it is great!!! It was shown at our booth at the Los Angeles Union Passenger Terminal Anniversary, the Orange Empire show, and at our Annual Dinner, and was extremely well received.

I hope I haven't left too many folks out of this, because as always, our volunteers have done a magnificent job under adverse conditions and close deadlines.

We are in the process of formulating our Budget for 1990, so if any of you have a pet project you would like to see accomplished in the coming year, see your Superintendent and let him know how you feel. I would also like to take time out to thank all of you for the help and encouragement you have given me. This is YOUR Museum, and I will endeavor to follow YOUR wishes in our growth and expansion into the best Railroad Museum anywhere.

BEST FOOT FORWARD

Board President Emeritus Bob Eikel recently received copies of two letters that should be of interest to all of us.

First, please understand that there is nothing etched in stone with these letters, they are just copies that someone sent, and we have no idea what if any fruitage will come from them, but we surely can hope.

The main thing here is IMAGE.

The first letter is from State Senator Larry Stirling, to the Senate Committee on Budget and Fiscal Review, and requests consideration for a budget augmentation of $100,000.00, for renovation of the structures (museum, restrooms, etc.) at the San Diego Railroad Museum at Campo.

The second letter is from State Assemblyman Steve Peace, addressed to the Assembly Ways and Means Subcommittee #3 on Resources, Agriculture and the Environment, and asks for the same consideration.

We have not heard anything about whether or not these requests are going to be granted, in full, in part, or not at all, but right now, this is not the point.

The point simply is that we never know who is going to visit our museum, nor should that be a consideration. Anyone can like trains, and it is just as likely that our next door neighbor might come to Campo, as President Bush, and we should be ready to present a pleasant, eager, informative, helpful IMAGE to whomever we encounter, regardless of who it is or how we feel that day.

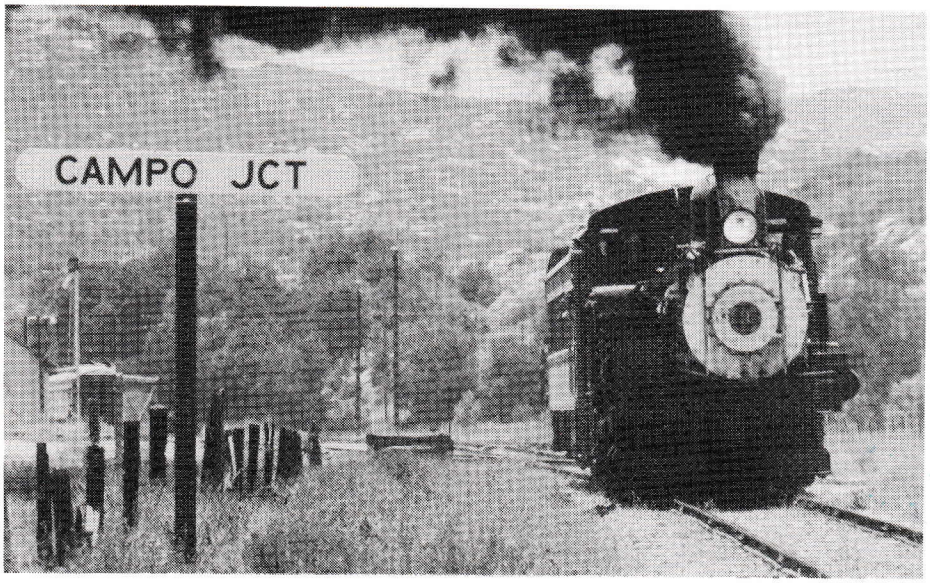
And how we present ourselves to our visitors is only half of the consideration. We can be off working in a remote area that visitors normally don't visit, but can see or hear, and if we yell something at another worker that is not particularly complimentary, but can be overheard by our guests, the overall effect can still be detrimental to our IMAGE. If Larry Stirling had been near the Car Barn and overheard one worker call another a dumb @*#^$%*!!!, do you think he might have been so eager to try to get the State to allocate $100,000 for our financial support???

Think about it when you are working on the Train, in the Gift Shop, or doing restoration or mechanical work somewhere on the property. To paraphrase somebody that said something real smart one time, there are three considerations to good Public Relations: the first is IMAGE, the second is IMAGE, and the third is IMAGE!

SPECIAL MEETING

SDRM members in the **Los Angeles/Orange County** areas are invited to attend a special membership meeting **Saturday, August 26, at 7 PM**, in the Cerritos Public Library on the corner of 183rd and Bloomfield Avenues. This is a get-acquainted meeting for those who live in the general Los Angeles area, and members of other local museums have also been invited. SDRM's Executive Director, **Barney Barnier**, will welcome guests and give an overview of the purpose of the meeting, and what's been happening within the Museum. All are welcome. If you need additional information, please call **Roger Garrett (213) 926-6916.**

STEAMED UP AND REARIN' TO GO - OUR THREE-TRUCK SHAY



By **Bill Schneider**

"Off-center" and "Off-beat" would probably best describe the Museum's only currently operating steam locomotive among the seven we own: Hutchinson Lumber Company #3, the first we operated in San Diego County.

Based on designs by Ephraim Shay, it is offbeat in that it's a geared locomotive (as are the Heisler and Climax types). It has three vertical pistons which turn a flexible shaft (linked by gears that reduce its speed but provide more thrust at the rail), which is connected to every engine and tender wheel on the right side. Solid axles make every one of its 12 wheels a driver. To offset the extra weight of shaft, gears and cylinders, the boiler is set slightly left of center on the engine's frame, giving the Shay an off-center appearance.

Built by Lima in Ohio in July, 1923 as #3221, it weighs 204,700 pounds, is oil-fired, has three 14-1/2" x 15" cylinders, reported boiler pressure of 200 pounds, tractive effort of 40,400 pounds, 36" drivers, and an integrated tender with a 4,400 gallon water tank.

Our Shay spent its 42 working years in the Feather River area of north-central California. Delivered new to the Hutchinson Lumber Company, it ran on the Western Pacific from an HLC mill at Oroville to the Land siding, apparently named for HLC official C.H. Land. It then ran on Hutchinson's own 21-mile logging railroad, which included a sharply-curved 5-1/2% grade as it climbed out of the Feather River canyon to the timber. This was the type of rugged service for which geared locomotives were built.

On April 22, 1927, Hutchinson Lumber was purchased by Feather River Pine Mills, and the Shay became Feather River Pine Mills #3.

In 1939, the Georgia-Pacific Corporation gained control of the company and built a new mill at Feather Falls on the old logging line. The 17-1/2-mile Land-to-Feather Falls portion became the common-carrier Feather River Railway, while the rest remained a private logging railroad. Relettered Feather River #3, the "sidewinder" continued to operate on both lines. It pulled its last train down the mainline from Feather Falls to Land siding on March 19, 1965, when rising waters impounded by the new Oroville dam forced abandonment of the line.

On Friday the 13th of February, 1967, the Shay and a truckload of locomotive parts were donated to PSRMA by Georgia-Pacific, its first of three steam locomotive gifts to our Museum. It was sent to Perris, CA for temporary storage at the Orange Empire Railway Museum on April 17th, but plans were changed and it was rerouted to San Diego, arriving on June 10th. Initially stored in Santa Fe's 22nd Street yard and later at Miramar Naval Air Station, the Shay was rehabilitated by museum members and relettered Hutchinson Lumber Company #3, its original owner. It was steamed up several times, including 1972 and 1980, when it pulled museum cars on the "Miramar Chief". On September 11-12, 1981, it was moved to the La Mesa Depot and steamed up for special events.

In July, 1983, HLC #3 was assigned as motive power for the Museum's 18-car "Great Freight" from San Ysidro to Campo, and steamed grandly through Tijuana in a great moment of glory. However, an old weld on the lower portion of the Johnson bar broke, causing cracks in two other parts which put the Shay out of commission at Garcia, 7.8 miles south of San Ysidro. Diesel #7485 then took the equipment, including the Shay, the remaining 41.8 miles to Campo the following week.

Hutchinson Lumber Company #3 was completely restored in 1985-86, and again in May, 1988, when it was taken to the Santa Fe's Wright Street yard near Old Town in San Diego, steamed up, and became the star of the Museum's RAILFAIR "88, as it ran back and forth on a short stretch of track, making the kind of noise only a Shay can.

Although it has pulled a Museum train from Campo to Miller Creek, HLC #3 is not well suited for regular mainline service because of its slow speed and contant maintenance needs. Its most recent use has been to pull SD&A Coach #255 carrying visitors between Campo Depot and our carbarn during the Memorial Day weekend, in May 1989, a service which makes maximum use of its appeal to the public with fewer operational problems.

Many thanks to Bill for the effort he is putting into these articles on our equipment. Bill said he has been in contact with Jack Stodelle, regarding the recent donation of the Mexicali Rose and the Maria Elena. I hope this is a hint of what he is planning for the next report.

-editor

GETTING INTO TRAINING

by **Dick Rupert**, Director of Volunteer Training

The Museum training program has begun to reach into new areas during 1989. A number of things have been gratifying, but I think one of the best things that's happened is the enthusiasm shown by the recent participants in the Trainman course. I hope I get all the names: **Fred Perry, Tom Meyer, Mike Boerner, Al Keevil, Jean** and **Denby Jones, Olivia Neece, John Mercer, Elaine Warner, Chop Kerr** and **Bill Donovan**

Most of the new crop of trainmen are looking forward to the upcoming brakeman course, scheduled for September 23 and October 28, at Campo at 9:30 AM in the crew lounge. Join them (Fee $15 for course materials). In preparation for the brakeman course, you should start with either the Operations Orientation Course or the Trainman Program, described below.

The Operations Orientation Course meets the first Saturday of each month, and covers basic railroad safety, fire control practices, track maintenance, and motorcar operation. Join in on August 5 or September 2 in preparation for the brakeman course, or on Oct. 7, Nov. 4 or Dec. 2.

The Trainman Program starts as an on-the-job training program. You can begin any Saturday or Sunday out at Campo or in La Mesa. Preferred uniform is black slacks or skirt and white shirt or blouse; (black tie, pillbox hat, RR watch, vest, porter suit etc., are optional). At Campo you start out by going with a Trainman/Tourguide and learn how to interpret historic railroad operations to the public. To start at Campo, call **Mike Retz, 466-8808.**

However you start, you'll want to attend the informative two-session Trainman Course to be held on January 27 and February 10 (1990). Course fee is $6.00, for materials.

Any questions about training? Give a call to **Dick Ruppert**, (610)459-2573.

An Open Letter

by **H. Chalmers Kerr, Jr.**
Secretary, Board of Trustees

CONGRATULATIONS!!! and many thanks to staff, volunteers and Jim Lundquist, for an outstanding effort in conjunction with the Museum's special train to Jacumba on Saturday, May 6, 1989.

The vast effort required to ready the right-of-way, service, maintain, staff and operate the train, was truly monumental. These efforts being performed without interuption to all the normal Campo activities.

Superb coordination was carried out with the San Diego and Imperial Valley Railroad for train operation. Also, the Museum will benefit from working with Mountain Empire community organizations, such as, the Kiwanis of Boulevard-Jacumba, who provided the efficient food service and booths for this occasion of the first public passenger train to Jacumba since 1951.

Last, but not least, the trip NETTED the Museum over $17,000 in cash. These funds will help the Museum repay the debts incurred during our preparation for RailFair '88.

Thanks again for making possible a terrific train trip to Jacumba.

Matching Grants

Over the past few years, several members have made cash donations to our Museum, and sweetened the deal by applying to their place of employment for matching grants. AT&SF Railway is one example, General Dynamics another.

Paul Bortell, LIFE Member #48, and a retiree from AT&T, very recently gave the Museum a gift of $1,000. His former employer has a matching grant program, so as soon as the paperwork is completed, Paul's gift will double.

The purpose of this article is two-fold; certainly to thank Paul for his most generous donation, but also to ask that all of you check where you work and see if perhaps your employer has a similar policy.

NEW MUSEUM EXHIBIT HITS THE ROAD

By **Scott C. Thompson**
Super. Public Services

The Exhibits and Speakers Bureau is proud to announce that a new traveling display has been completed and has been to several events in the last few months. Starting in April the combination photo and video display traveled to the Orange Empire Railway Museum for it's Rail Festival.

It was seen by thousands at the 50th Anniversary of the Los Angeles Union Passenger Terminal in May, an event which included So. Pacific Steam engine 4449, Union Pacific 8444, and the Santa Fe F-7 Warbonnets along with many other displays of local rail preservation groups and the new L.A. rail transit system.

On the next weekend the displays helped to welcome the San Diego Trolley to the new park-and-ride station on Spring Street in La Mesa. Many of the local residents, while enjoying a free ride on the trolley, were introduced to our Museum and all it has to offer. In June the display welcomed the Trolley to the La Mesa Depot and all the way to El Cajon, and on July 4th visited Heritage Park in Old Town San Diego. It was also shown at the Museum's Annual Dinner in May at Tom Ham's Lighthouse on Shelter Island.

At each of the events visitors were greeted by Museum volunteers and were offered literature and invited to sign up for the Museum's mailing list for special trips and events, and of course, Museum membership.
Special thanks to all those who helped with these events including: **Roger Garrett, George Cain, Rene' Scheuerman, Ron Hyatt, Tony Neece, Diana Scheuerman, Paul Bush, Charlie Clark, Walt Clary, Charles Delp, Doug Kerr, Jerry Kolb, Pat Moran, Carl Pfetzing, Mike Van Derhoef, Charles Alban, Harry Hurry, Dick Ruppert, George Medlin IV, Margaret Barksdale, Roy Pickering, Wayne Davis, Bruce Semelsberger, Dick Cupp, Carmen Donavon, Keith Allen,** and any others that I might have omitted in error.

more PAINT CHIPPIN'...

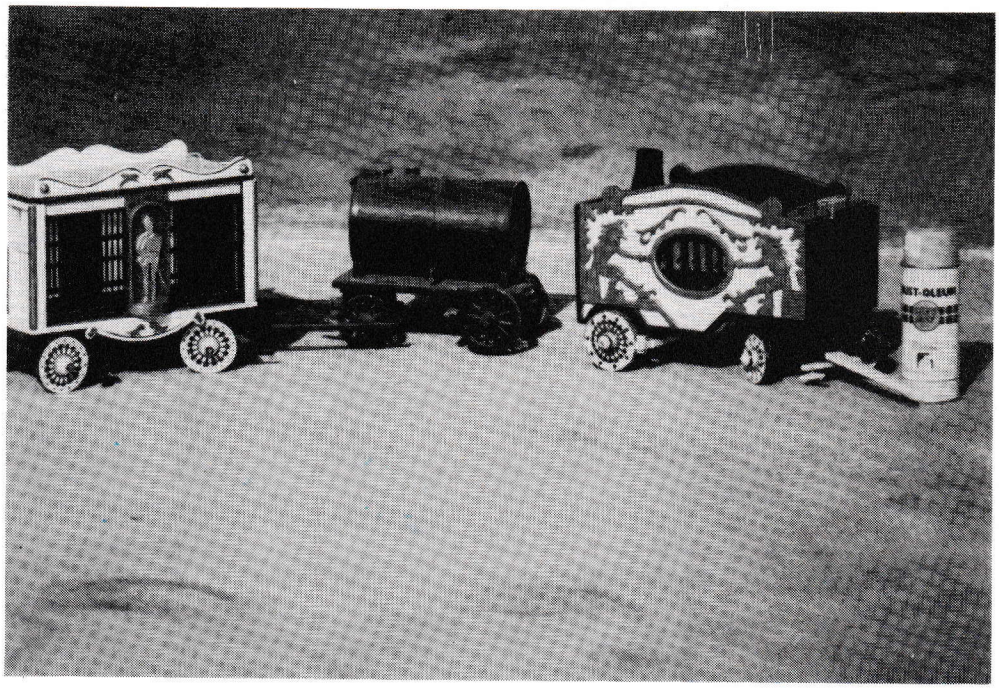
this so museum members and visitors can see and ride this real "shack".

FRUIT GROWERS EXPRESS #56415
Charles Alban, Bill Barbour, Ken Faller and **I** have completed stripping, sanding and primer painting the car's one side. Also stripped is one ladder and all the door hardware. We hope to duplicate the beautiful refrigerator car the California State Railroad Museum has on display. It is a sister to ours.

SANTA FE SPEEDER #180581
Larry Rose, Harry Hurry and **Joel Cox** have been working on a 1946 Fairmont Model M19 motor car. The car was donated to the Museum by **Terry Durkin.** All work was done in Larry's garage over a period of two years. Larry contacted Fairmont Railway Motor Company in Minnesota and got a copy of the original 1946 Builders Card, listing all of the accessories ordered with the M19 by Santa Fe. The little "putt-putt" is now fitted out with <u>all</u> original equipment per factory specs.

The car was taken down to the bare bones and rebuilt a-piece-at-a-time with Harry doing most of the final assembly. Last month it was lit off with a single spin of the crank and it ran perfectly. Many long-lost parts were located and reinstalled. Larry did a super job lettering the speeder (both sides, even) after Joel did a perfect paint job. This is a very accurate restoration wholly funded by Larry, Harry and Joel out of their own pockets. Thank you guys for super "paint chippin'"!!!

SANTA FE #1303
This car is being temporarily "converted" into a tourist operation car having been nearly destroyed by a restaurant refit in the 60's. **Dick McIntyre** and **Jim Hamill** have removed the damaged water tank cover and battery boxes. Windows have been removed for rebuilding also. Dick is repairing and rebuilding the car steps too. **Charles Alban** and I are compiling total "conversion" costs. Again, if any member wants more <u>tourist</u> cars, come on out and help!



Any modelers in the crowd??? We have two flatcars and about eight circus vehicles, several shown in the accompanying photo, that need some relatively minor fixing-up, painting, etc., to be used as a display, probably at Campo.

The Museum came about these items several years ago. It seems that someone who had rented a storage space in El Cajon, apparently passed away or for some other unknown reason, abandoned the space, leaving all of the contents behind. The manager waited over a year after the last rent payment was made before declaring it abandoned, and when he discovered these items, offered them to us.

The flatcars are about 4 feet in length, and are very nicely detailed. One is missing a wood coupler, but should be quite easy to duplicate. The circus vehicles are generally in good shape, needing mainly touch-up painting, and some work on straightening wires that are used for handrails, brake wheels, etc.

We want to put these items on display where both members and visitors can view them. The detail is excellent on the vehicles, right down to pin-striping the wheels just like the real thing.

If there is anyone who would like to take this on as a home project, call **Harry Doering**, 465-7261 (home) or 553-5181 (work), or leave a message with our Office Manager, **Bobbi Ringersma**, 233-7908.

Photo: H. Doering

La Mesa Depot Social and Work Party

A social/work event has been planned for the La Mesa Depot on the first and third Wednesdays of June, July and August. In addition to working on the caboose and depot, those interested are encouraged to make it a family outting - bring a picnic basket, the kids, paint brush, broom, whatever.

Most of the immediate need is the interior of the caboose. The exterior has been painted and lettered, new window frames and glass installed, but the inside is basically untouched other than an occassional sweeping.

If you are interested, just show up at the La Mesa Depot on the first and third Wednesday through the end of August, with your family, picnic makin's and your tools/painting equipment.

For further information, call **Ted Kornweibel**, 461-0098.

WORK CREW CLEARS TRACK TO JACUMBA FOR BAR-B-Q



By **Jim Rasmussen**

On Saturday, April 29, 1989, 45 members of our Museum embarked on an historic, fun-filled, action-packed adventure as crew on board the first Museum train to Jacumba (ever). It was a work extra, set out to clear the line of all hazards and debris including brush and trees - LOTS of brush and trees - prior to the May 6th Bar-B-Q excursion.

Shortly after 10:00 AM. SD&IV Engineer **Dan Runyan**, throttled up Santa Fe #2098 and eased it off the skate and out of the yard, along with the Kaiser Steel Caboose, a flatcar full of tools and supplies, and one coach loaded with willing and eager volunteers anticipating what lie ahead on a line most of them had never seen before.

Clearing brush on the way out was more than first expected, but under the able direction of California Division of Forestry Chief **Butch Campbell**, who volunteered his time and expertise, the job was done quickly and completely through to Jacumba.

Don Getz, Nancy Getz, and Maxine Sanborn had lunch (Maxine's outrageous and ever-popular gumbo) ready and waiting in Jacumba when we arrived, surprising many local residents, some of whom came out to visit, and some offered to help with the clean-up. Lunch was quickly disposed of as most of the work was still to be done, and the sun was already high and hot.

From Jacumba, it took 30 minutes to get to Titus (only one mile away), as there were rocks, brush, and even small trees to be removed, some even requiring a chain saw to cut them down.

Nearly all of the time remaining was spent between Jacumba and Titus, until nearly 6:00 PM, with **Norm Hill** motivating the troops on, a section at a time, until at long last the task was done.

Barney Barnier, our Executive Director, supervised this trip and was hard pressed to get everyone back on board to return to Campo - we were already behind schedule. THANKS FOR YOUR PATIENCE, BARNEY!!!

Except for installing a couple of signs near Hipass, there was just one more stop we had to make to record this monumental event, and that was to take the group photo at MP87.7, on the back page of this 'Report'. Note the look of satisfaction on everyone's face, knowing that they had just finished one extraordinary feat, and had a good time as well.

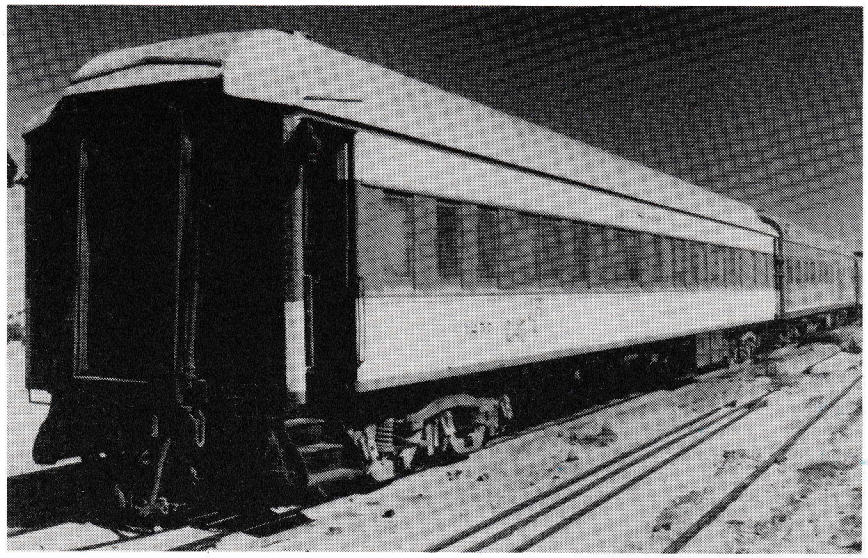
Special thanks to **Don Sanborn** who arranged this trip through **Dick Engle**, Vice President of SD&IV. Don also assembled the train and prepared it during the week. And of course to Don and **Nancy Getz** and **Maxine Sanborn** for the great lunch at Jacumba.

The Train Crew was **Dan Runyan, Geoff Scheuerman** and **Mike Reading** all of SD&IV), and the Conductor was **David DiGiorgio.**

photos-J.Rasmussen



RECENT ACQUISITIONS

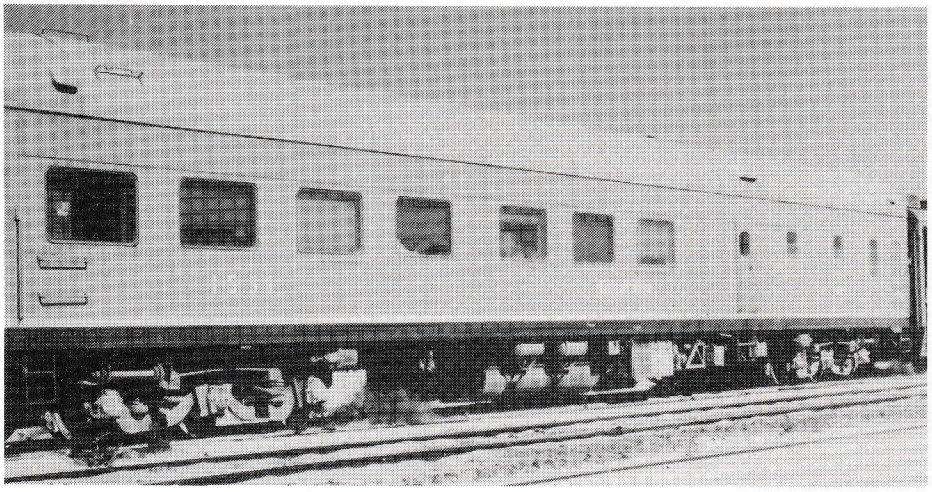


The MARIA ELENA, a 8-1-2 Sleeping Car built by Pullman in 1927. Member Jack Stodelle has donated his half-ownership in the car to our Museum, and we are currently negotiating purchase of the other half from Jack's partner, Bob Berray, for $5,000.

photo-N.Hill

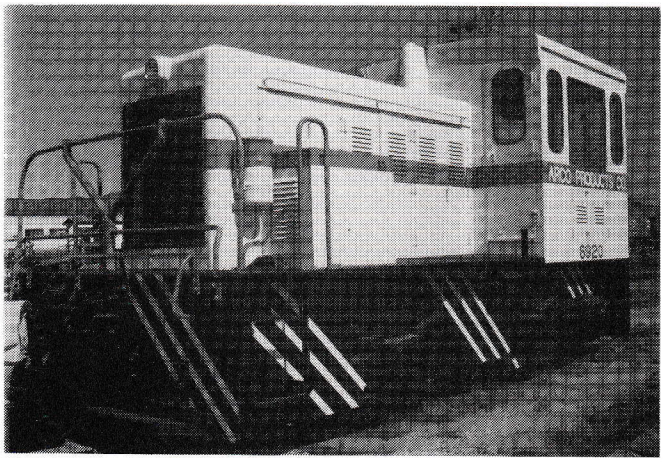
Bill Schneider is planning in-depth articles on both of these cars in the near future.

The MEXICALI ROSE, also built by Pullman in 1925. As with the MARIA ELENA, Jack Stodelle has donated his half-ownership to our Museum, and we are talking with Bob Berray about purchasing his half for $5,000. It is a full-length Club Car. Photo-N.Hill





Whitcomb Class DE-278 diesel switcher donated by the Port of Long Beach. Built in 1945, the siderodder weighs in at 45 tons and is powered by two Cummins diesel power plants. photo-H.Doering



Baldwin-Lima-Hamilton SH-2300 diesel switcher donated by ARCO (Atlantic Richfield). Built in 1954, it weighs 40 tons, and is of diesel-mechanical chain-driven design. photo-H.Doering

ANNUAL DINNER - FUN FOR ALL

The Museum held its Annual Dinner at Tom Ham's Lighthouse on Harbor Island, Friday, 26 May 1989. Between 75 and 100 members and guests attended, and enjoyed a delicious buffet dinner prepared by the restaurant's chefs.

The featured speaker was **Mike Mangini**, Supervisor of 'Project 2472', the restoration of Southern Pacific steam locomotive #2472. The steamer is a Pacific type 4-6-2, built by the Baldwin Locomotive Works in 1921. Mike talked and showed slides on the entire operation of rescuing and restoring the big steamer, and was well received, as we are also beginning a similar restoration project with our SP #2353.

Executive Director **Barney Barnier** presented the Railfan of the Year Award to **David DiGiorgio**, Terminal Superint., and acting Superintendent of Operations.

A special award was made to Museum President Emeritus **Bob Eikel** for his outstanding and tireless leadership while President. The Award was a copy of the book, Union Pacific at Cheyanne, Wyoming.

The door prize was another copy of the Union Pacific book, the winning ticket was held by member, **Denby Jones.**

Scott Thompson, Superintendent of Public Benefit Department, set up the traveling display and video tape of museum activities referred to in his article elsewhere in this issue. Scott also acted as Master-of-Ceremonies for the evening.

Also shown with the video display was the new plaque for **GOLD SPIKE LIFE Members.** Individual Gold Spike plaques will be awarded at the upcoming Quarterly Dinner (see accompanying flyer).

A good time was had by all.



Executive Director **Barney Barnier** presents the 1989 Railfan of the Year Award to **David DiGiorgio** during our Annual Dinenr.

photo-H.Doering

Campo Parking Lot Gets A Lotta Help From It's Friends

by **Don Getz**

Bright and early on the third of June, heavy equipment began to roll into Campo. We had arranged with the Reverand **James Graves**, pastor of the Campo Baptist Church, to remove some of the decomposed granite on church property and **Al Keevil**, our civil engineer, had it all laid out and waiting. Al also had surveyed and staked the Depot parking lot as well as the new east rail entrance to our property, so we were ready to go. Through the kindness of **Bill McGrath** of McGrath Construction, we had a big CAT 977 track loader, very ably operated by **Roger Favel**, cutting out D-G and loading it into trucks (center dumpers) provided by Mr. McGrath and driven by **Bill House** and **Larry Thompson** of Sim J. Harris Company. Two trucks came from **Joe Kelly** of Kelly & Assoc. Inc., arranged for by **Bill Hodges** of F.G. Fenton, and driven by **Bob Borg** and **Mark Blouin.**

Henry Mendoza of Casper's Concrete Cutting also supplied a dump truck.

These fine gentlemen moved several hundred cubic yards of fill onto our parking lot and also into a stockpile for the new east rail entrance. **Paul Council** of PRC Equiment Rental in Spring Valley brought a CAT 140G Motor Grader out with help from **Jack Burns** of Burns & Son Trucking, also of Spring Valley (A special thanks too to **Ken Lester**, superintendent, and **Scotty Satrom**, grader driver, both from Jack Burns). Paul and **Don (Getz)**, with the help of grade checker **Phil Parton** who was showing the drivers where to dump, worked their magic and transformed a big, rough open field into a level, smooth parking lot.

Richard Zarzan of Zarzan Water Truck Service kept the fill damp for grading and compacting, and **Russ Bauer**, of the S.D.County Sanitation District, helped monitor the water supply and got the sewer system operational.

JACUMBA CREW TAKES THE PAUSE THAT REFRESHES



AND A GOOD TIME WAS HAD BY ALL

The work done, a tired but obviously satisfied work crew pauses at SD&ARR MP87.7 on the return trip to Campo for a group photograph.

Front row: David DiGiorgio, James Rasmussen, Geoffrey Scheuerman, Jim Neal, Dale Prescott and John "F-Unit" Mercer.

Standing: Barney Barnier, Jim Lundquist (holding his son Justin), Larry Williams, Norm Hill, Paul Bortell, Norma Runyan, Ray Lethbridge, Harlan Miner, Belinda Lundquist, Ellen Couch, Dick Pennick, Ed Couch, Cliff Pennick, Frank Stites, Ken Faller, Dick McIntyre and Tom Eastlick.

On Locomotive: Jim Hamill, Leonard Rimicci, Don Pope, Dave Pool, Mike Reading, Dan Runyan, Jeanne Forman, Steve Ouline, Carl Fritzges, Bruce Semelsberger, Al Keevil, Geoffery Shepherd, and Mike Reneau. photo-B.Kerr

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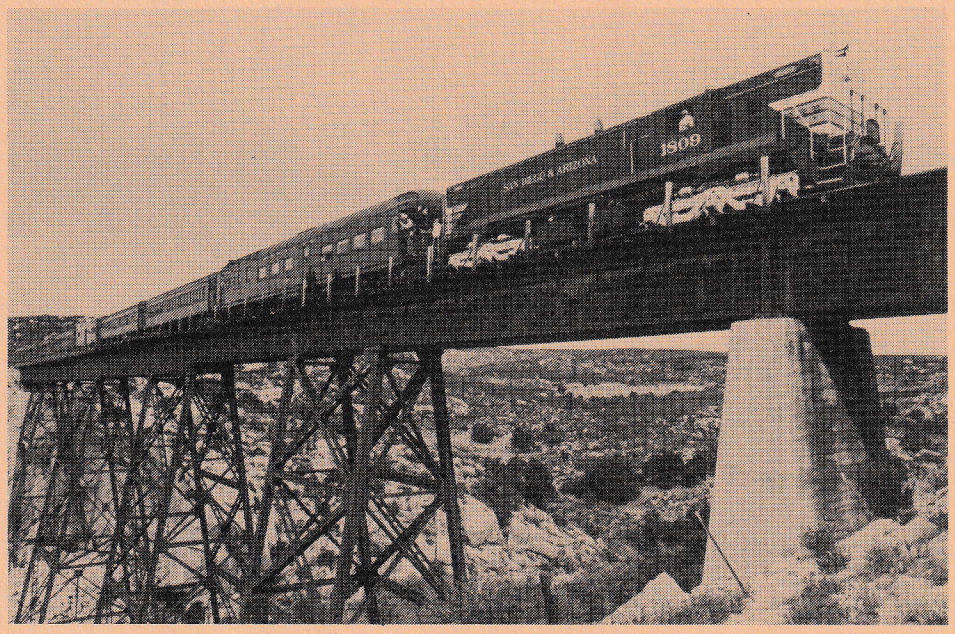
One Day Excursions and BBQ on the

San Diego & Arizona Railway

CAMPO TO JACUMBA AND RETURN

SEPTEMBER 30 & OCTOBER 7, 1989

All Aboard our special passenger train service on the historic SD & A RY. There will be two trains, one on September 30 and another on October 7. Our trains will leave the Campo Depot at 10:00 a.m. and travel east into the rugged mountains to the town of Jacumba, located at the eastern edge of the San Diego backcountry, this historic town will be the turn around point where an outdoor western BBQ will be served.



Special Discount for Advance Bookings Postmarked by September 1!
Current Members $45 Non-members $50 All Fares after September 1 - $60

Fares are for one trip only

Number of Reservations **September 30** _____ **October 7** _____

Make your reservations early because seating will be limited. Send reservations, SASE, and check made payable to:
SAN DIEGO RAILROAD MUSEUM, 4695 Nebro Drive, La Mesa, CA 92041

Or use ☐ **MasterCard** ☐ **VISA** Card # _____ Expiration Date _____

SEND TO:
NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ AMOUNT ENCLOSED $ _____

SIGNATURE: _____

No refunds unless tickets can be resold. Trains filled on a first come first served basis.
If your selection has been sold-out you will be notified immediately.
For further information call the Museum office (619) 233-7908



SAN DIEGO RAILROAD MUSEUM

4695 Nebo Drive, La Mesa, California 92041
General Information: (619) 697-7762
Development Office: (619) 233-7908

QUARTERLY MEETING

AUGUST 4, 1989
7:30 P.M.

San Diego Gas & Electric Building
Auditorium
101 Ash Street
San Deigo, California

PROGRAM

Ms. Judith Leitner, Public Communications Manager for the Metropolitan Transportation Development Board will bring us up to date with the San Diego Trolley — how far it has come and where it will go.

Also become up-to-date with the latest Museum news by talking with the Staff and the Executive Director. Find out what has been happening and what is planned.

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