



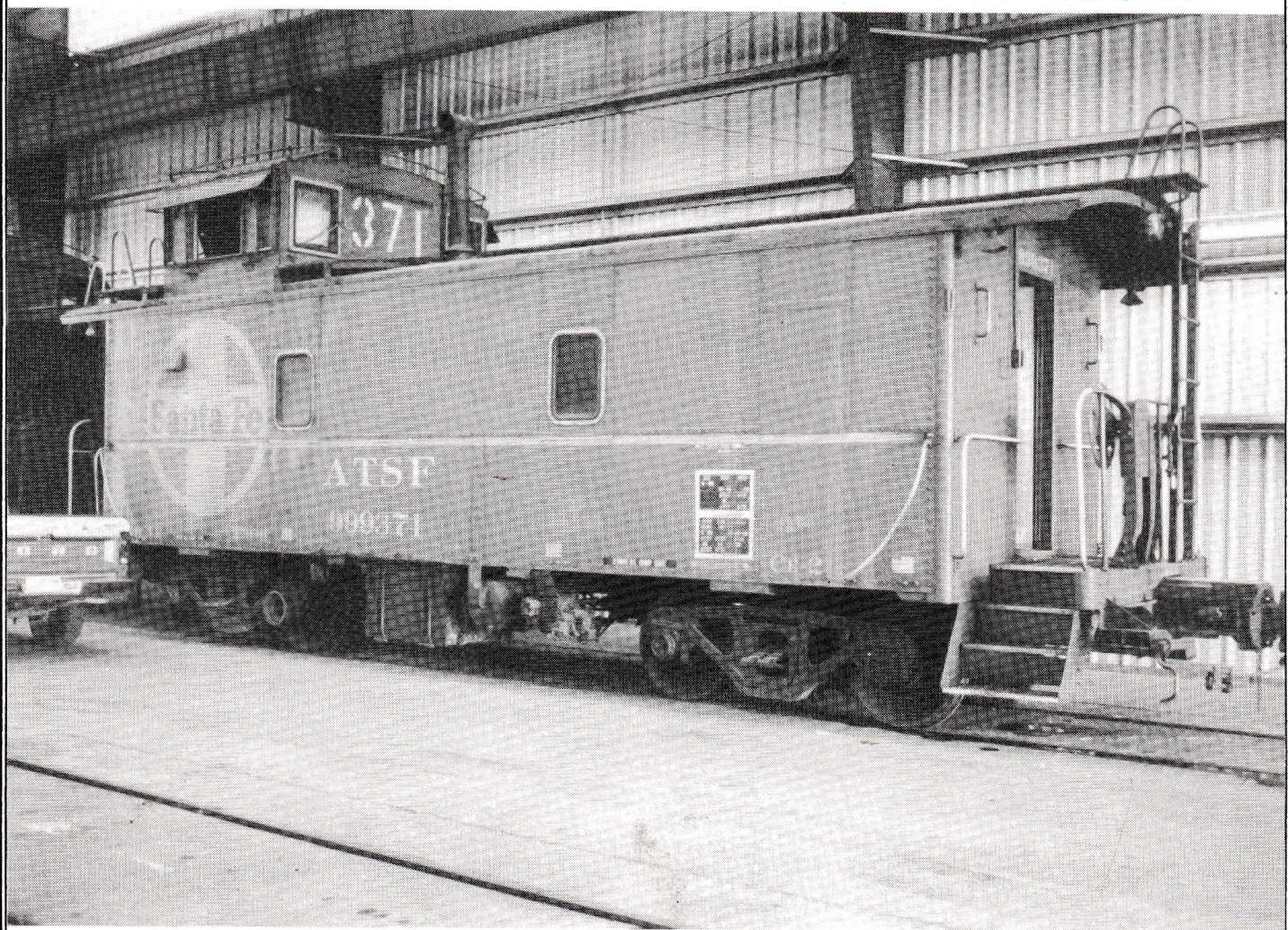
Fall, 1989

REPORT

No. 219

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

NEWEST ADDITION TO CABOOSE ROW



ATSF Caboose #999371 sits in San Diego & Imperial Valley Railroad's shop at San Ysidro waiting for movement to Campo. It will probably go when the first worktrain heads east to begin work to reopen Carrizo Gorge.

This caboose was purchased with a most generous donation from Wanda and 'Skeeter' Hollenbach. Skeeter is President of Delp Plastering, Inc., of La Mesa.

photo - H. Doering

RPO CAR, ATSF CABOOSE and LARGE STATE GRANT

by Barney Barnier

Probably the biggest news at this time is the \$100,000 of state Parks and Recreation Funds that has been granted to our Museum, thanks to State Senator **Larry Stirling**. We have no information as yet on how the money will be sent to us, or specifically what it is to be used for, although its use will undoubtedly be for improvements around the Campo site with particular emphasis on visitor services, conveniences and information.

Before I get off on other things, mention must be made of a very special lady who just doesn't seem to know the meaning of quitting. **Jeannie Jones** has been mentioned several times in the past for her efforts and determination in working on the Carrizo Gorge in spite of being dependent on a wheelchair to get around. So much for her weekends. For the past month she has also been helping **Bobbie Ringersma** in the office, matching Bobbie hour-for-hour, typing, filing, stuffing envelopes, whatever Bobbie needs help with. Unfortunately, Jeannie has to go into the hospital very soon for surgical repair of a torn rotator cup and will be out of action for a while. We all wish her a speedy recovery.

In the meantime, Bobbie is still looking and hoping for others that might be able to help her, not only to fill in while Jeannie is out, but on a more regular basis so no one person ends up carrying the entire load.

Other news:

Don Sanborn, our Campo Site Manager, has returned from upstate California where he had spent the summer fulfilling his contract with the California Western Railroad (The Skunk). Welcome back, Don; we saved all of your work for you...

With SD&IV operations emanate in the Carrizo Gorge, the Board of Trustees has appointed a committee and charged them with exploring the possibility of running excursions into the Carrizo Gorge. The first meeting was an organizational one, but starting the November 15th meeting (to be held in the new Museum Library building at 7 PM), meetings will be open to all members, and everyone is encouraged to participate.

The Santa Fe Caboose recently acquired with help from a cash donation from **Wanda** and '**Skeeter**' **Hollenbeck** is in town and waiting for movement to Campo.

And speaking of SD&IV, due to some misunderstandings in the past, I must remind EVERYONE that any and all communications with the San Diego & Imperial Valley Railroad and their staff, MUST be routed through me. In an emergency if I am not available, **Bob Eikel** will be the alternate contact person. NO ONE

in the Museum is to conduct any MUSEUM BUSINESS directly with SD&IV.

On Sunday morning, October 1st, I received a phone call from **Harry Nicholls** of Dallas, telling that he had closed the deal on the RPO car in Houston for us (Harry is the General Manager of the McKinney Avenue Transit Authority in Dallas, and has been acting as our agent in this matter). Final purchase price was \$7,500, so the RPO fund, started by **Herb Kerr**, a retired railway postal clerk, with a \$10,000 donation, and added to by numerous other members, should be adequate to truck the car to Campo, and maybe even do something about the badly-faded blue paint it has at present.

The two recent special trips to Jacumba were a success, thanks to extra effort on the part of Mechanical and Operations Departments members. The Bar-B-Q feast at Jacumba was delicious, and everyone appeared to have a great time. A BIG THANKS to everyone that helped make the trips successful.

It saddens all of us to have to report that long time member **Dale Prescott's** wife **Karen** passed away on September 28 of pneumonia. Our most sincere and heartfelt condolences to to Dale.
-Albert Barnier

ReNumbering The 'REPORT'

As you may have noticed, numbering issues of the 'Report' has been reinstated. For a little more than a year, numbering ceased, so for those of you who are trying to maintain a complete library, the following is a list by issue of those during the unnumbered period. The last numbered issue was 213. The unnumbered ones were:

Anniversary Issue (#214)
Freight Issue (#215)
Winter (88-89) Issue (#216)
Spring (89) Issue (#217)

I have a very limited number of some of the past issues, so if you are missing any, I'll be glad to check my files, and if I have an extra, it's yours. --editor (465-7261)

REPORT

Official Publication of the SAN DIEGO RAILROAD MUSEUM
4695 Nebo Drive, La Mesa, California 92041
EDITOR: Harry E. Doering

ONE YEAR MEMBERSHIPS

Senior-\$15: Individual-\$25: Family-\$35: Contributing-\$50:
Supporting-\$75: Sustaining-\$150

LIFE MEMBERSHIPS

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

COMPANY/CORPORATE MEMBERSHIPS

Associate-\$1,000: Sponsor-\$2,000: Benefactor-\$5,000

Museum Excursion News

By Ann McVeagh, Director

Excursion news abounds! This fall the excursion committee has planned six trips to Mexico and are helping on the two Jacumba runs. Every weekend from September 30th to Thanksgiving is full. We have trips from one-day excursions to 10-day adventures. Our schedule is at the end of this article.

Our big news is the acquisition of two private cars, the "Mexicali Rose" and the "Maria Elena" for the committee's use on our excursions in Mexico. Many of you have ridden these cars during the last several years and we hope you will ride again soon. The cars will be sent to the shops in Benjamin Hill for repair, refurbishing and painting soon, and we plan some special excursions next year using them. Also, these cars will be available for rent to the membership and the public for private trips into Mexico. So gather up your friends, family and business associates and take a private car trip south of the border.

Various members of the excursion committee have travelled recently to Puerto Penasco, Chihuahua and Guadalajara to confer with hotel and railroad officials regarding our trips this fall. Everything is all set for us and we're ready to go. Please join us.

I am sad to have to report that Luisa Fleisher of the Villa Granada Hotel in Puerto Penasco died unexpectedly in Phoenix early this summer. Many of you remember Luisa and her great energy and friendliness. For twenty years she has made the Museum's one-day trip to Puerto Penasco a huge success, arranging for the buses, taxis, vendors, the fiesta! and presided over it all with genuine enjoyment in seeing people having a good time. We all remember many happy times in the hotel patio, or bouncing along in the yellow school buses (who remembers when the bus was pink?).

With her drive and contagious enthusiasm for the place, she put Puerto Penasco on the map, and indirectly put PSRMA there too for the many passengers who took our trips. For many years the once-a-year Puerto Penasco trips, provided the majority of the funding for our young Museum. Belatedly, we say "Thank you, Luisa; from all of us at the Museum. We will miss you so much."

EXCURSION SCHEDULE FOR 1989

Nov. 4 - One-day Special to Puerto Penasco
Nov. 10/19 - Copper Canyon Adventure Tour
Dec. 30/Jan. 1 - Annual New Years Trip to Puerto Penasco

Looking ahead to 1990 we are planning our usual trips, plus a February trip to the shops in Empalme, summer trips to Colorado and Copper Canyon. Our BRIT-RAIL Tour 90 is scheduled for Sept. 1/22, and a train trip to Guadalajara in October. There will be additional trips planned for our newly refurbished cars. Watch for Announcements.

Library Finds A New Home

by Roy Pickering

NEWS FLASH!!! We have a building to house our library collection at last. The location is on Mohawk and 69th Streets, San Diego, at the John Muir Elementary School. The building stands by itself and was used as a kindergarden room by the San Diego City Schools. There are approximately 1400 square feet of space with two restrooms and two closets. One of the restrooms will be used for storage. The labor to build and install security bars on the many windows is being donated and should be completed very soon. Plans are being made to paint the inside before moving in and if we can secure a donation of carpet we will also put that in.

The first items to be moved in will be our large map collection numbering over 2,200 maps. We are building a modular map rack to safely store the maps for easy access. The rack will be 8 feet high and over 20 feet long. Next in will be the photo collection, then the books. We have over 4,000 books and hope to get library quality shelving by the first of the year. Next in will be the San Diego & Arizona files and last, if there is room left, our large magazine collection.

If you have items to donate, or wish to volunteer to help catalogue, sort, or staff the library, call Roy Pickering (619) 462-3392, evenings. We plan to have work parties one evening a week and be open for work and visitors on Saturdays, 10am to 4pm.

Library Wish List: New copy machine, computer, 4-drawer file cabinets, tables, chairs, and archival storage materials.

If you can help with any of the above please let anyone on the library committee know.

TO ALL POTENTIAL WRITERS OF ARTICLES FOR THE 'REPORT'

This is to notify all concerned of the publication schedule of the 'REPORT'.

For the remainder of 1989, there will be one more issue of the newsletter, at the end of December. Beginning in 1990, the schedule will return to every two months with issues to be published at the end of February, April, June, August, October and December.

Cutoff times for anything other than a bonafide emergency will be two weeks before the end of the publication month (e.g., cutoff date for the next issue will be December 17th for the final 1989 issue.

Your past cooperation with regard to providing articles and photographs has been super, and I hope most sincerely that it continues. My return favor to you is to try to print your articles and photos with an absolute minimum of editing, as I feel it is important that your writings reflect not only your thoughts and accomplishments, but you as an individual as well. -editor

PAINT CHIPPIN' - Busy, Busy, Busy,-Never A Dull Moment

By Norm Hill, "Paint Chipper #1"

The Restoration Department continues to make very important progress. I am always amazed at how much our very small group of people accomplishes. What we do is extremely important to our Museum's overall image and development. Once again, any of you who feel you would like to learn to do restoration work, please contact me or come out to Campo any Saturday.

CARRISO GORGE

The appearance of this beautiful Pullman-built business car continues to improve, thanks to Jeannie Jones and Olivia Neece. Many old layers of paint and varnish have been removed from dining room walls. Attractive and informative displays have also been set up in the car's lounge. New electrical wiring is being installed and should be complete soon.

FGEX REEFER

This 1920's era wooden refrigerator car is also receiving a lot of attention. The entire end of the car has now been stripped, sanded and primed. The ladder, brake wheel and hardware were also stripped and painted. Special thanks to Charles Alban, Ken Faller and Bill Barbour for working on this car.

U.P. CABOOSE

Ted Kornweibel and Frank Stites continue to replace a lot of this car's damaged woodwork. This caboose will really look good one day soon. My plans call for this car to be the first tourist caboose for the Museum.

S.P.CABOOSE #1058

Our La Mesa caboose is now under restoration. Ted Kornweibel and Frank Stites have built a nice set of stairs for easier access. The first task was really strange. Someone years ago put staples into the walls, ceiling, seats, floor, doors, almost everywhere!!! We think they were very bored on their runs. Bruce Semelsberger, myself, Ted Kornweibel, Frank Stites and others have removed hundreds of these staples. Wayne Davis and others of our group then spackled all the little staple holes. Steve Norris, Larry Rose and myself have begun stripping the car's ceiling. At another work party Ted's boys, James and Daniel, and his niece, Tolithia, began sanding the car's walls. Campo regulars Ann and Dick Ruppert also helped sand the interior. Special thanks to all the new Wednesday evening 'Regulars' working on our La Mesa exhibit. Please come out and join us.

SD&A #350 & #351

Our former World War II hospital cars are now being converted into open air tourist cars. Hydrodynamics Sandblasting donated the sandblasting for car #350's sides and ends, and primed it yellow. Plans call for both cars to receive a Union Pacific yellow and grey paint scheme. They will be lettered 'San Diego & Arizona', and numbered #350 and #351. Car interiors are undergoing changes now. #350 has had its false ceiling, heating ducting, heat pipes, heat grills, electric

conduit and electric chases removed. Some of the original ward bed numbers were discovered when some layers of wall paint were removed.

Five-foot wooden seats are being designed, although some windows will have no seats near them so people can stand if they wish, sort of like a vestibule. These cars will also have toilets.

The principle workers on these cars have been Charles Alban, Ken Faller, Jim Hamill, Paul Bortell, Harry Hurry, and myself. Paul and Jim have already started removing floor tiles and ceiling panels.

We need these cars for our special excursions such as our upcoming trips to Jacumba, so your help will be greatly appreciated.

CAMPO DEPOT

Ted Kornweibel, Ken Faller, Charles Alban and myself helped other members paint the Campo Depot in mid August. It was fun working together with so may other Museum members. All of us worked very hard and the way the depot looks, it was well worth the effort.

SANTA FE CABOOSE #999371

On September 26, Barney Barnier, Dale Prescott and I drove to the Santa Fe Railroad's San Bernadino shops and after hours of looking at some 50 cabooses, chose #371. This car was recently on a list of cars being sold to Mexico! It is our third Santa Fe "shack", following our 1923 wooden #1413 and our steel 1949 #2286. Our newest car was rebuilt at Topeka, Kansas's Santa Fe shop in 1968. We will have more on this car in the future.

Funds for this acquisition were donated by Wanda and 'Skeeter' Hollenbeck. 'Skeeter' is President of Delp Plastering Company, Inc., of La Mesa.



This is the crew that gave the Campo Depot a badly-needed coat of paint last month. Not only did they have a great time working together, but were treated afterward to a super spaghetti dinner by Maxine Sanborn.

photo - H.Doering

SDRM Hears Latest On Trolley - Quarterly Membership Meeting

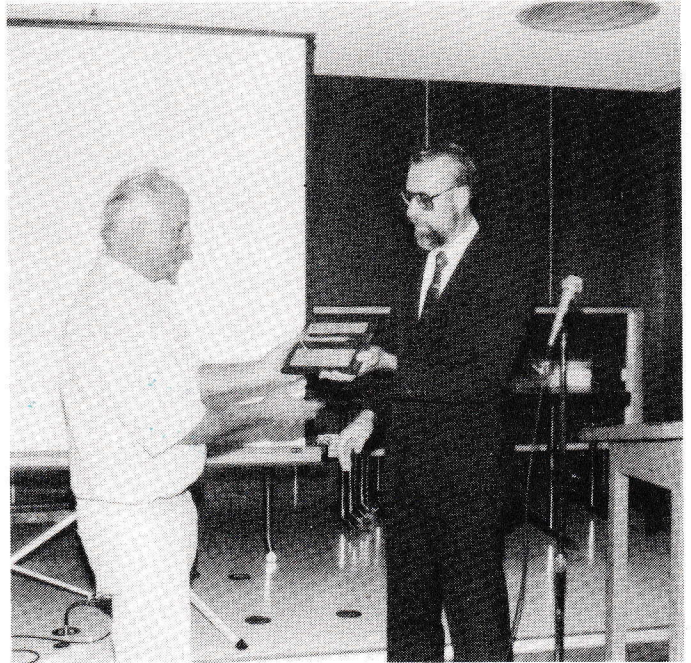
A General Membership meeting was held Friday evening, August 4, 1989, at the San Diego Gas & Electric Building in downtown San Diego.

About 75 members attended, and were treated to a very interesting and informative presentation on the San Diego Trolley by Ms. Judith Leitner, Public Communications Manager for the Metropolitan Transportation Development Board.

Her talk and slide presentation showed not only the most recent developments of the trolley lines, but also future plans, such as extensions to include service to Santee, the Bayside Line, North Line that is to include Old Town, Del Mar and eventually Oceanside, the Mission Valley east and west segments, the Airport, Point Loma and the Interstate 15 line to Escondido. A very active question-and-answer period followed.

Executive Director **Barney Barnier** then showed the audience the new Gold Spike Life Member plaques, then followed with another new award, the Silver Spike Award for individual service to the Museum 'above and beyond the call of duty'!!! The first of this new award was presented to **Don Getz**, Assistant Facilities Superintendent.

After a brief update on Museum activities and plans by Barney, **Rene Scheuerman** gave the slide presentation he has been giving to various groups around the area as part of our Speaker's Bureau program. Refreshments followed, and a good time was had by all.



Don Getz, Assistant Facilities Superintendent receives the Silver Spike Award for service to the Museum 'above and beyond' the call of duty from **Barney Barnier**, Executive Director.

photo - H. Doering



Ms. Judith Leitner
Public Communications Manager
Metropolitan Transportation Development Board

photo - H. Doering

\$100,000 Grant From State

You may recall an article in the last 'Report' (Best Foot Forward) telling about then State Senator **Larry Stirling** having visited our Museum at Campo. He was so impressed by the efforts of our volunteers and the work they had done, that he inserted a request for \$100,000 in the state Parks and Recreation Budget.

It has just been announced that the Governor has signed that bill granting our Museum the \$100,000.

Possible uses for these funds are as follows:

1. Construction of permanent visitor restroom facilities;
2. Landscaping (paved surfaces, picnic facilities, shade structures, plants;
3. Handicapped access to trains;
4. Visitors Interpretative Center and Display area.

These items in particular are part of our Museum's long-range plan to better serve the visiting public. This grant from the state would accelerate the attainment of these long-held goals.

A most sincere thank you goes to **Larry Stirling** from the Board of Trustees, Staff, and membership, as well as our congratulations and best wishes on his recent appointment to the San Diego Municipal Court.

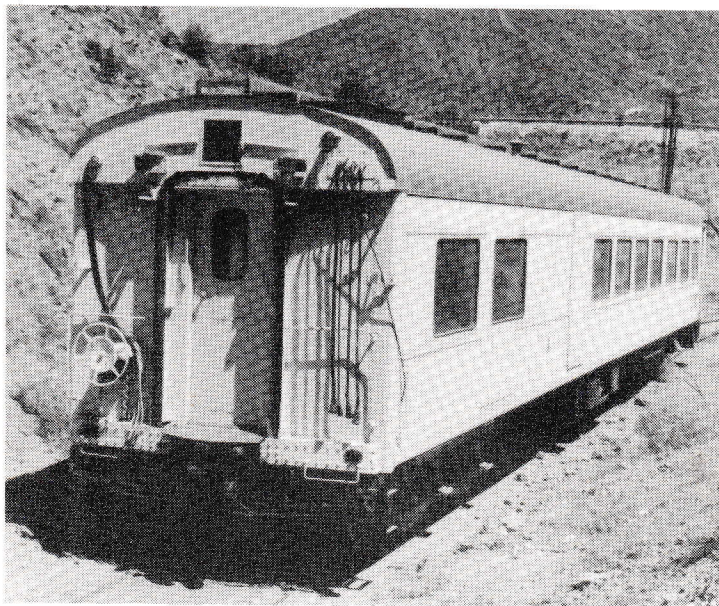
NEW SIGHTSEEING CARS

By Bill Schneider

Our Museum's two least-known pieces of passenger equipment, now being converted into Sightseeing Cars for our excursion trains, have a history of versatility and multi-branch military service. They wore Army "OD", Air Force Blue, Navy White, and were "wounded" on a Marine Corps base and in "border skirmishes", and throughout it all, carried only one car number (each) for all of their 44 years. They have been stripped, shot at, nearly cut to pieces, retired several times, conducted inspection tours, and were almost "planted in concrete". Yet to most members, these cars have been our own "unknown soldiers".

These all-steel 80-foot cars were built by American Car & Foundry Company, probably between May and August of 1945, at the end of World War II. They have heavyweight six-wheel trucks, Hyatt roller bearings, W.H. Minor safety brakes, tight-lock couplers, and a two-door vestibule at one end. They were built to ACF Lot #2792 as two of 100 Series 89400-89499 "New Unit" Hospital Cars for the U.S. Army Medical Department, numbered 89429 and 89437, and used to transport wounded and ill servicemen from Hospital Ships at seaports to medical centers inland. It's even possible that these cars might have carried casualties to Mitchell Convalescent Hospital in Campo on the SD&AE, although no such records seem to exist to verify this.

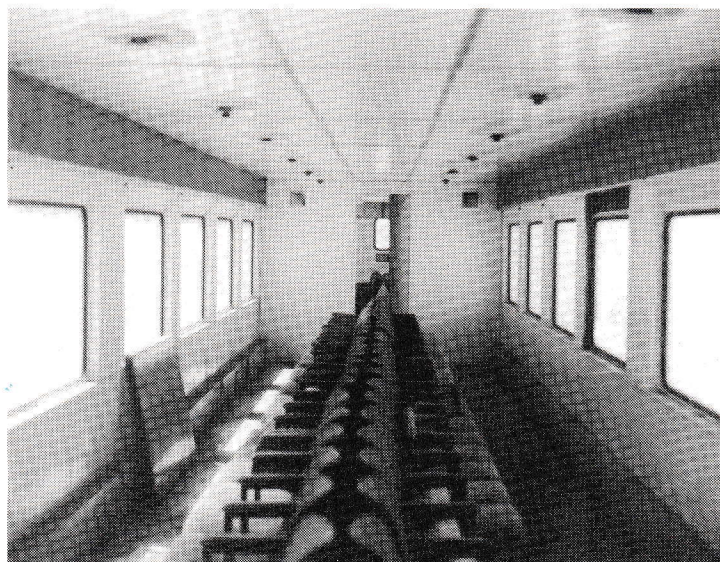
The vestibule end of each car had two small roomettes for an officer and a nurse with connecting lavatory, and storage space and a shower across the center aisle. The main part had accommodations for 36 patients and enlisted attendants in three-tier racks, with



Car #89437 was photographed in 1985 at Southwestern Portland Cement's lime rock quarry, on a spur at the end of SWPC's 15-mile Mojave Northern Railroad. Because it did not operate with other passenger equipment, its diaphragms and end plates had been removed.

photo - Bill Schneider

Museum's Armed Forces Vets Had Multi-Service Careers



Interior view of car #89437 in 1985 at the SWPC lime rock quarry. The area's isolation and security kept the car free of vandalism.

photo - Bill Schneider

lavatory facilities nearly. Next came a receiving room with desk, sterilizer and two side doors for loading litter cases. The blind end contained a small kitchen. The cars were painted Olive Drab with black underframes. Red crosses in white squares were painted at both ends, on both sides, and on the center of the roof. They also had six large and three small sealed windows on each side, 220-volt electric systems, air-conditioning, and linoleum floor covering.

Twelve of these cars were converted into 50-seat coaches by the Monon Railroad in 1947, some went to the Alaska Railroad, and others became circus passenger and advertising cars, some going to the Ringling Circus. USA #89429 and #89437 apparently remained in Army service through the Korean War (1950-55). In 1962 they were transferred to the Strategic Air Command of the U.S. Air Force for use as crew quarters on mobile Minuteman Missile trains. These trains had missile-launching capabilities and were moved around the country to make detection difficult. Others were used on "bomb scare" trains, although we have not been able to find out what this was. (If you know what a bomb scare train is/was, let me or the editor know and our members will be told in the next issue). They were rebuilt into living quarters for eighteen men each in partitioned cubicles with lavatory and washroom facilities at one end. The side doors were replaced with steel walls (although their locations can still be identified), and the windows changed to nine large 60" by 33" ones per side. The cars were repainted blue with black undercarriages, relettered, and renumbered DAFX #89426 and #89437 (DAF=Department of the Air Force, X=non-railroad owned cars authorized for exchange by railroads). When the missile

Sightseeing (cont.)

trains became obsolete and the equipment surplus, DAFX #89426 and #89437 were placed in storage at Williams Air Force Base, Utah.

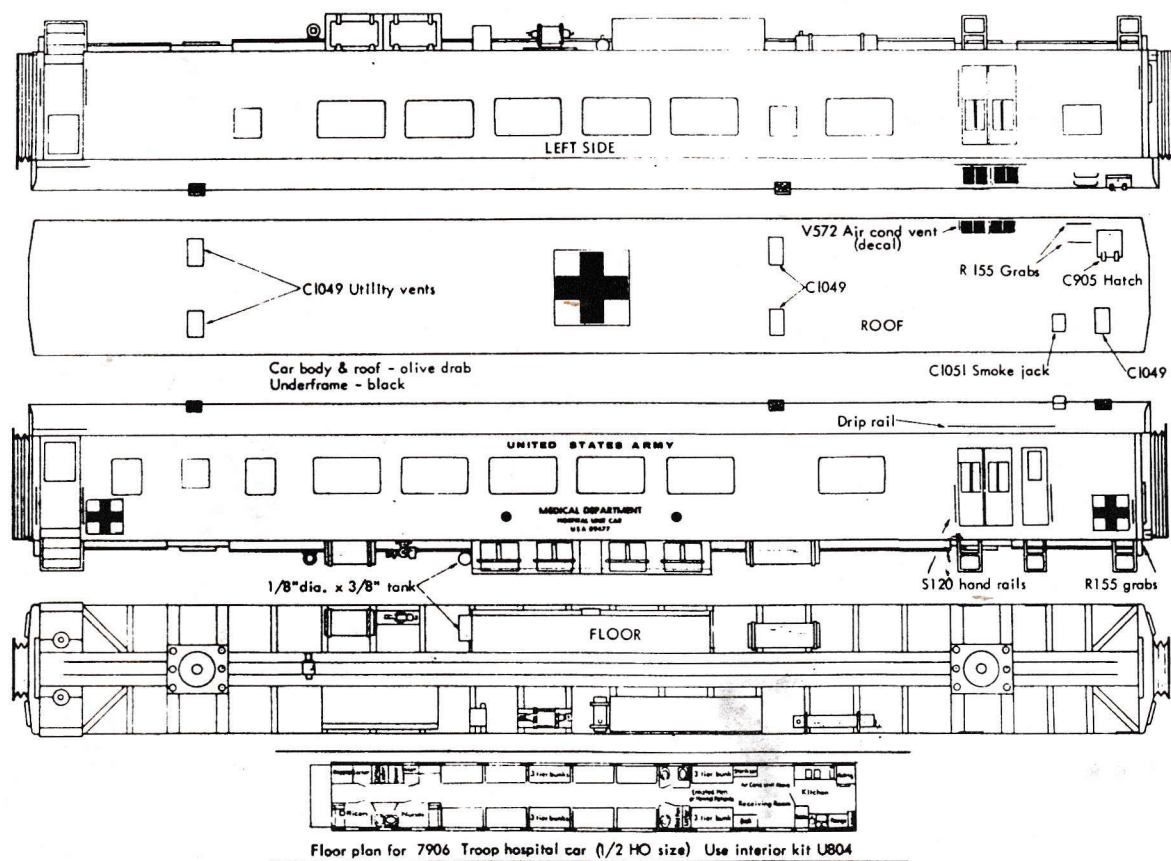
In 1972, the U.S. Naval Weapons Station at Seal Beach, CA, acquired eleven of these cars from the Air Force, and sent two (guess which ones) to its annex at Fallbrook, CA, for use as storage cars. They were stripped out, had a new side door installed on one side, were repainted white, and relettered "NWS Fallbrook Annex" on both sides. They were not given numbers, but the old Air Force ones remained visible under the paint. In 1974, the Army sought their trucks, stating they were worth \$20,000. The Navy agreed to transfer the trucks if the Army paid for concrete slabs to set the carbodies on. The Army took no further action.

In 1976, #89437 had red and blue stripes painted on its white exterior; an interior partition with door installed near the blind end; and 68 cushioned theatre-type chairs with fold-down seats installed back-to-back down the center of the car, 52 in the non-smoking section, and 16 for smokers. It then took civic groups and dignitaries on Bicentennial tours of the NWS Annex.

Surplus again in 1980, both cars were requested by the then-U.S. Department of Transportation-owned Alaska Railroad (which

had converted others into passenger cars), but a washout on Santa Fe's Fallbrook branch made the cost of moving them too high, and ARR withdrew its request. The Annex Property Disposal Office then decided to receive bids to cut them up for scrap. However, PSRMA's expert on military equipment, Bill Neidrich, found them on a surplus list, requested them, and had them donated to the museum on March 27, 1981, costing us only \$100 each in administrative charges. The Navy agreed to store them until the washout was repaired. Later in 1981, Larry Rose and Ken Helm serviced the cars, and the Fallbrook Annex maintenance staff repainted them.

In 1984, #89437 was traded to the Southwestern Portland Cement Company for a diesel locomotive, hopper car, tank car and other miscellaneous equipment. Trucked to Victorville, CA, it was used by SWPC for tours of its plant area and fifteen-mile Mojave Northern Railroad. It was kept in excellent condition, although its end-plates and diaphragms were removed and scrapped by SWPC. In 1985, SWPC re-donated the car back to our Museum, and was moved the following year (by rail) to the SD&IV yard at San Ysidro, CA, near the border. Stored for nine months in the path of nightly illegal border-crossers, many of its windows (all previously intact) were shot out and other damage inflicted, probably by people trying to



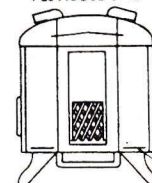
7906
TROOP
HOSPITAL CAR

U. S. ARMY
Hospital #89400-89499
Body & Roof - Olive Drab (Natch)
Underframe - Black

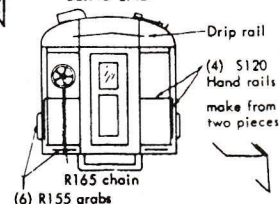
100 cars (series 89400-89499)
built for U.S. Army in 1944.
Each with kitchen and accommodations
for 38 patients and attendants.
Later purchased by Ringling
for Circus train.

USA # 89477

VESTIBULE END

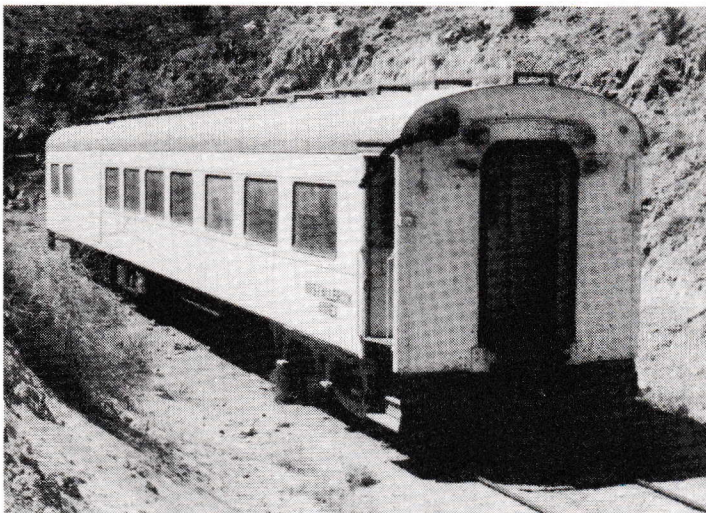


BLIND END



The floor plan above was copied from a Walthers Model Railroad catalog. This is believed to be the original layout of the cars built in the mid-1940s by ACF for the U.S. Army. It is not known if there were any

differences in layout between the 100 cars built in 1944, and the later group, but since Walthers selected #89477 for their model, this floor plan would probably be the correct one for our cars. provided by Rene' Scheuerman



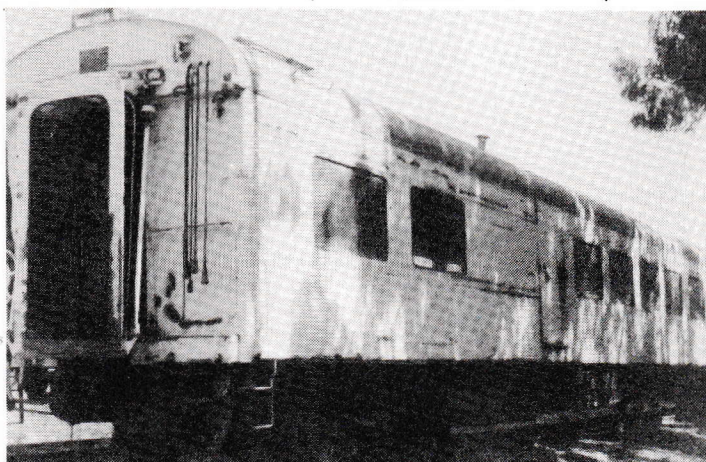
Another view of #89437 at SWPC's Mojave Northern Railroad near Black Mountain in 1985, still bearing NWS Fallbrook markings.

photo - B.Schneider



Interior view of #89429, completely devoid of anything except a little bit of paint and a whole lot of dirt.

photo - B.Schneider



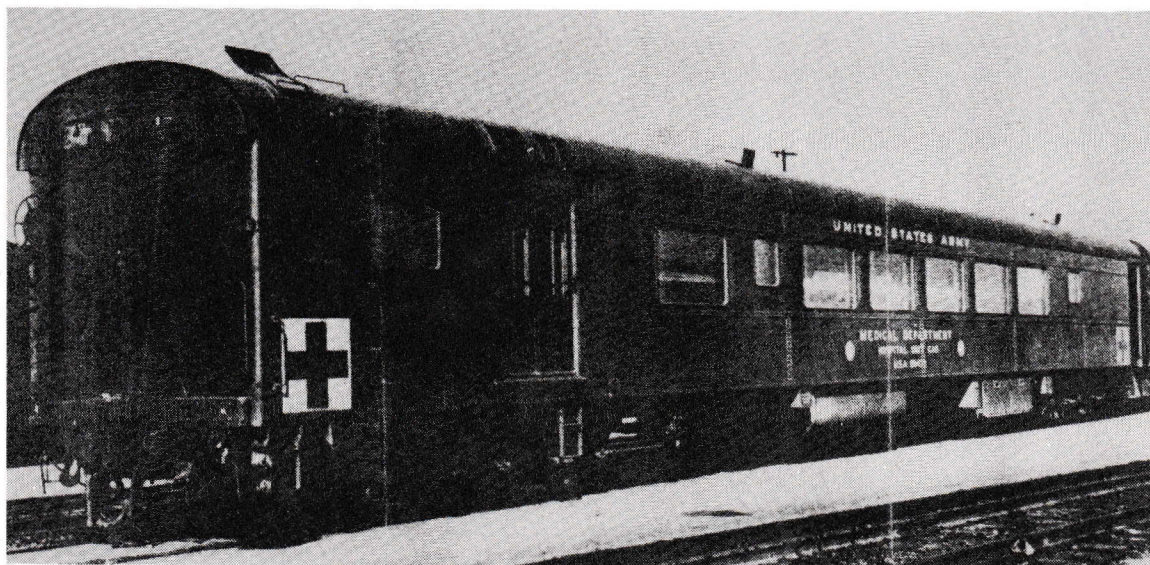
Stationed at Stuart Mesa on the Marine Corps Base at Camp Pendleton, ex-Navy, Air Force, and Army car #89429 looked somewhat battered in 1985, but still had its diaphragms and end plates.

photo - Bill Schneider



Although painted over by the Navy, the outline of ex-Air Force Dormitory car DAFX 89429's lettering still shows in 1985, coming through the white paint. It was the only number this car ever wore in its 44-year lifetime.

photo - Bill Schneider



This could be one of ours!!! The photo above, probably taken in the mid-1940s, shows a U.S. Army Medical Department Hospital Unit car in the 89400 series, but the last two digits on this photo are unreadable. Our Museum acquired two of these cars, USA #89429 and

89437, in 1981. American Car Foundry built 200 of the cars, 100 in 1944 and another 100 in the "new unit" series in 1945 which included our cars. This is a photocopy taken from a Walthers Model Railroad catalog.

Provided by Rene' Scheuerman

More Sightseeing

frighten the illegal aliens, and vandals. It was taken to Campo February 28, 1987, on "Great Freight II".

Meanwhile, #89429 and a museum hopper car were moved south on the Fallbrook branch after the washout was repaired in the spring of 1985, and stored at the somewhat isolated Stuart Mesa area on the U.S. Marine Corps base at Camp Pendleton, east of Interstate 5 (one museum member excitedly reported seeing a "dining car" there as he drove by!). The car was badly vandalized by transients, until it and the hopper car were moved to San Diego by Santa Fe on February 28, 1987, but missed "Great Freight II" by only a few hours. The SD&IV took the pair to Matanuca, twelve miles into Mexico, and they were brought to Campo in March, on "Great Freight II-1/2". Car #89429 had "SD&A 1986" painted on its sides at Campo for unknown reasons.

Both of these modern-looking cars are being converted into open-window Sightseeing Cars for use on Museum excursion trains (a smart move, as most of the windows were broken anyway). They'll be painted Armour yellow to match our similar-looking modernized ex-Union Pacific "winter equipment", providing open-air cars to go with the sealed-window cars. The "veterans" will be lettered SD&A (in UP style) for their new "retirement career".

The Goodie Corner

During the 'historic' painting of the Campo Depot a short time ago, our Gift Shop Manager **Maxine Sanborn** provided the 'vittles' for the crew after the job was done. Included was her about-to-become world famous chocolate cream pie, which is printed here by popular demand.

CAMPO CHOCOLATE CREAM PIE

Keebler's Chocolate Cookie pie shell

3/4 cup sugar
1/3 cup cornstarch
2 sq unsweet'nd chocolate (melt in microwave)
1/2 teaspoon salt
2-1/2 cups milk
3 egg yolks, slightly beaten
1/2 teaspoon vanilla

-In the top of a double boiler, mix sugar, cornstarch, chocolate, and salt.
-Gradually stir in milk.
-Cook until thick (about 10 minutes).
-Cover, stir occasionally, for about 10 more minutes.
-Gradually stir half of the mixture into the beaten egg yolks.
-Return to the main pot, cook 5 more minutes.
-Remove from heat, stir in vanilla.
-Pour into shell, refrigerate for about 3 hours, top with whipped cream.

Special thanks must be given to **Bill Niedrich**, former Museum Trustee and retired Army Colonel, who tracked down and obtained these and many other ex-military items for the Museum at very little cost to us, and who provided much of the above information. We also thank Museum Trustee **Rene' Scheuerman**, and **Ralph Barger** for additional information on the cars.

As an added note of local railroad historical trivia, in 1985, Car #89429 was the LAST piece of passenger equipment to operate on the Santa Margarita/Fallbrook portion of San Diego's first rail link to the rest of the nation - the California Southern Railroad. CSRR was built in 1885, so the two events occurred exactly 100 years apart. Car #89437 was the last to CARRY PASSENGERS on the line.

GETTING INTO TRAINING

by **DICK RUPPERT**

Director of Volunteer Training

If you've been thinking about getting involved with our train operations program, now is a good time to begin. We're trying a new sequence for getting started. You can begin with the Operations Orientation Course or the Trainman Program, described below.

The Trainman Program starts as an on-the-job training program. You can begin any Saturday or Sunday 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., optional). At Campo you start by going along with a Trainman/Tourguide and learn how to interpret historic railroad operations to the public. To get started contact **Mike Retz**, 466-8808.

At La Mesa, you start out staffing the historic 1894 restored depot in team with an experienced staffer and help explain railroad history, La Mesa History, and the goals of our Museum. To start at La Mesa, your contact is **Margaret Barksdale**, 464-0061.

The Operations Orientation Course meets at Campo the first Saturday of each month, and covers basic railroad safety, fire control practice, track maintenance, and motorcar operation. Attend November 4 or December 2.

Whether you start in the Trainman Program or in the Operations Orientation Course, you'll want to attend the informative two-session Trainman Course to be held on January 27 and February 10, 1990 (course fees \$6.00 for materials).

Any questions about training? Give a call to **Dick Ruppert**, (619) 459-2573.

La Mesa Depot Staffers

by Margaret Barksdale

I wish I could find words to express my feelings about the good people listed below. I can tell you about **Jeanne Roberts**, who cheerfully answered the call to duty at the last minute when I was unable to help at our Heritage Park display. She smoothed the way for everyone with all her hard work. Then there is the La Mesa Historical Society's ever-ready-to-help **Julius Acevez**. **Beatrice Acres**, one of their premier quilters, staffed the Depot and filled in when I could find absolutely no one else. I can tell you about **Al Ellis**, who always donates the lemonade for our bakes sales. He recently had two knee transplants, but is back, better than ever, showing off our Depot to visitors. Of those listed below, **Russ, Margaret, Jack, Wayne, Dan and Dorothy** staffed multiple times. They, along with **Roy Pickering**, always show without fail. And there are those who are returning to our staffing ranks just because I asked. Yes, I can tell you what these folks do, but it still wouldn't begin to do them justice. All are solid, reliable volunteers. Heartfelt thanks to each and every one of you!!!

Russ Stockwell	Hal Gasner
Margaret Collins	Bill Evans
Jack Ebey	Shiela MacKay
Wayne Davis	Beatrice Acres
Dan Botkin	Eric Sanders
Dorothy Cotton	Al Ellis
Roy Pickering	Julius Acevez
George Parish	Jeanne Roberts

Hosting at our La Mesa Depot Museum is a rewarding activity and we invite you to participate. Call me at 464-0061 for details.

IN MEMORIAM

Joe Laurent and Vince Alesi, very valued, long-time staffers, have recently passed away. They served faithfully at our Depot, rain or shine, and will be sorely missed. Our love and deepest sympathies go out to their families.

Museum Member Named Railroader of the Year by 'Modern Railroads'

Credit for turning AMTRAK around financially and for leading it to its besat year in revenue, operating ratio and ridership, as well as by any other measure of success, has been given to **W. Graham Claytor, Jr.**, President and Chairman of the Board of AMTRAK. For his tireless efforts, he has been named "Railroader of the Year" by Modern Railroads Magazine for 1988.

AMTRAK's success story and Claytor's contributions to it are described in a special 6-page issue by the magazine. If you would like a Xerox copy, call Harry Doering, (619) 465-7261. photo furnished by AMTRAK



W. Graham Claytor, Jr.

President and Chairman of the Board of AMTRAK
and Member of the San Diego Railroad Museum

Proposed Photo Board

For some time now, various members of the Board and Staff have talked about setting up a photo display of Board, Staff and other key members, a SDRM Rogue's Gallery if you will. The idea is to put the display at Campo, probably in the Depot where our visitors can see it. Often people see such a display and assume that those people are probably in some plush office somewhere keeping clean and getting things done by pushing buttons or barking orders. When they see some of them actually out working on the train, sanding the side of a car, otherwise getting down and dirty in the trenches, it often gives them the feeling that this organization is for real and EVERYBODY gets their hands dirty at one time or another, and usually they like this well enough to want to become a part of it.

The plan has already begun with our resident photographer, **Steve Finch**, attending the last Board of Trustees meeting with his trusty camera equipment.

We will now continue the project by having Steve return to the coming Board meeting, (November 21st), this time with some prior warning. Special memos will be mailed to all of the target group before the meeting. Anyone we miss there will be contacted and arrangements made to complete the set.

The format will be a black & white glossy, head and shoulders only, in a 4" x 5" size. If you have such a photo already, you can furnish it rather than repeat the sitting.

This forewarning is also intended to give you a heads-up so you can dress however you feel is appropriate for this. Suits and ties would NOT be out of order; train crew uniforms would be even better where appropriate.

Once we get the initial photo board completed and on display, we will begin planning for a similar display for our LIFE, GOLD SPIKE LIFE, CHARTER AND LIFE PATRON members. More on this later.



MUSEUM GIFT SHOP

AT THE DEPOT, CAMPO, CALIFORNIA

A plethora of potential packages, panaceas, and palaver for the railfan.

SPECIALS

T SHIRTS

MUSEUM LOGO - SANTA FE - Loco #2353

\$6⁰⁰ each

RAILFAIR MEMORABILIA

Shirt or Hat **\$3⁵⁰**
Tote Bags **\$6⁰⁰**

Uniform accessories, special castings and custom brass embellishments for the operating crews on the museum's demonstration trains

New nametags are now being ordered.

Features both S.D.R.M. and S.D.& A. Logos

(Provide name as you want it to appear on badge to Maxine)

The holidays are fast approaching. Look over our expanding selection and pick up that bit of railroadiana for your railfan's Christmas from the...

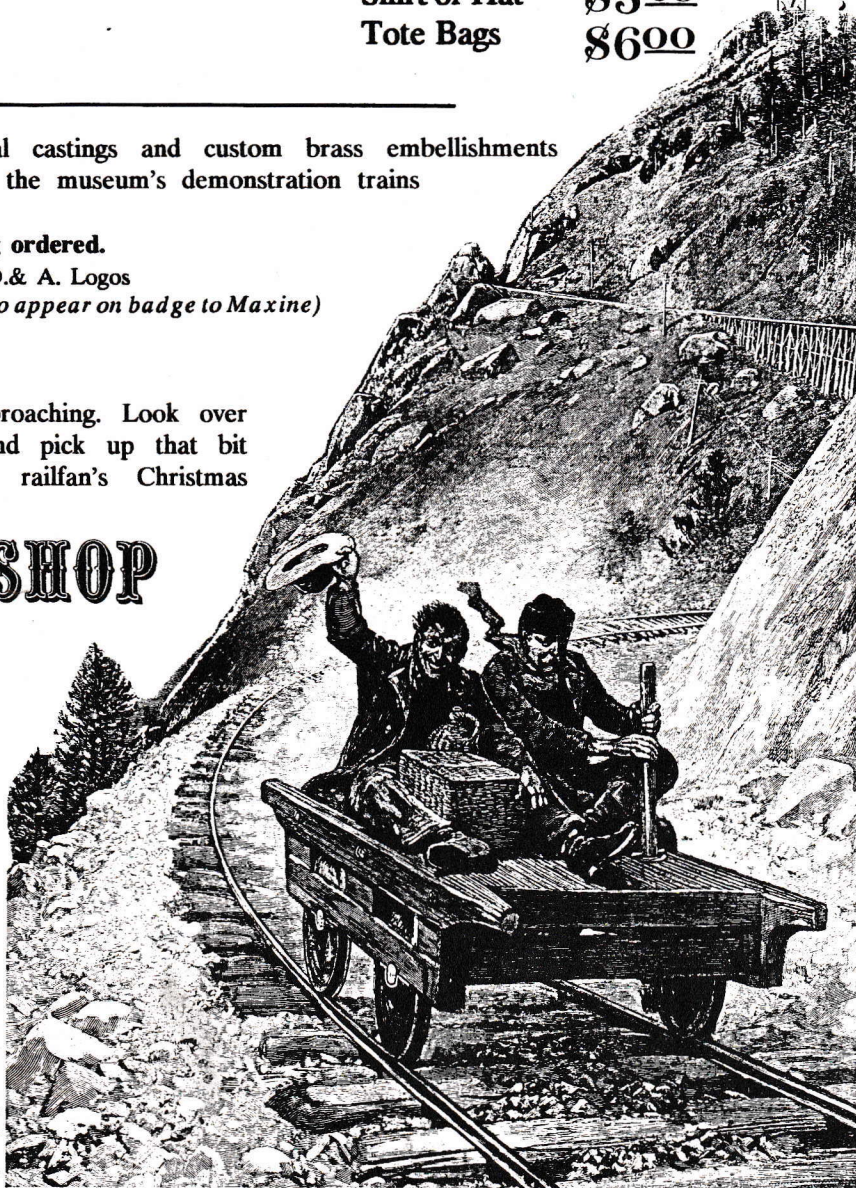
MUSEUM SHOP

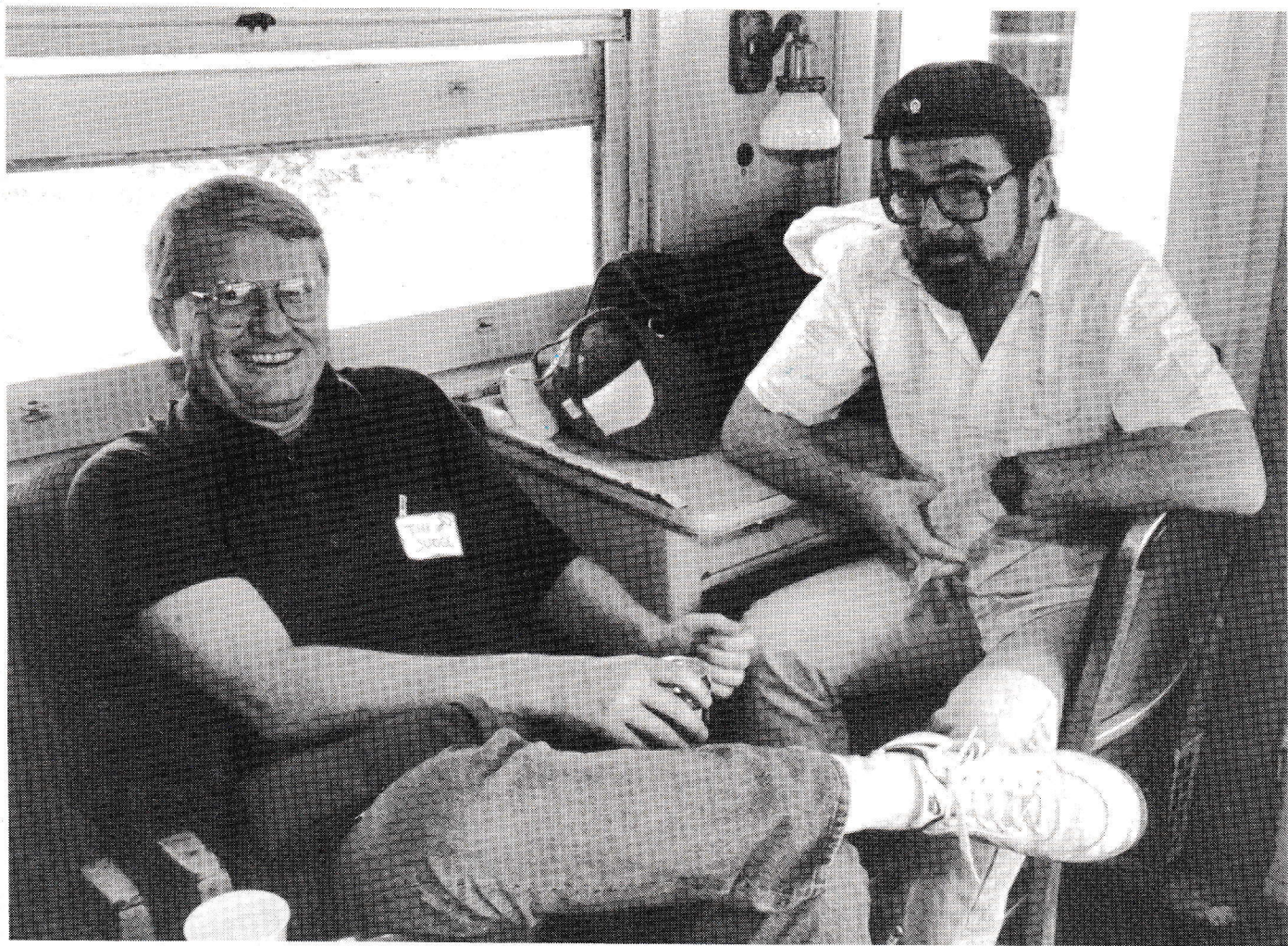
Open Friday through Sunday
10:00 a.m. to 4:00 p.m.

Phone: 619/478-9937
or 478-5301



**HURRY
DOWN TO
THE DEPOT!**





California State Senator **Larry Stirling** and Museum Board President **Dan Marnell** were among the many who enjoyed our special train to Jacumba September 30th, and the Bar-B-Q feast furnished by the Mountain Empire Kiwanis.

Senator Stirling was most instrumental in arranging for a \$100,000 line item to be added to the state's Parks and Recreation Budget for this year for our Museum.

photo - S. Fitch

SAN DIEGO RAILROAD MUSEUM

4695 Nebo Drive
La Mesa, California 92041



A Division of the
Pacific Southwest Railway
Museum Association, Inc.

Non-Profit Org.
U.S. POSTAGE

PAID

La Mesa, CA
Permit No..205

Underhill, Robert & Ayse
Brian & Stephen Underhill
2061 Cordero Road
Del Mar, Ca 92014



BRITISH COLUMBIA RAILWAY

By Special Train
Through the Canadian Rockies
May 23 - June 1, 1990

INFORMATION and RESERVATIONS

S D R M EXCURSIONS

Post Office Box 70
East Irvine, California 92650
Telephone (714) 837-9061 (mornings 7-11)

SAN DIEGO RAILROAD MUSEUM