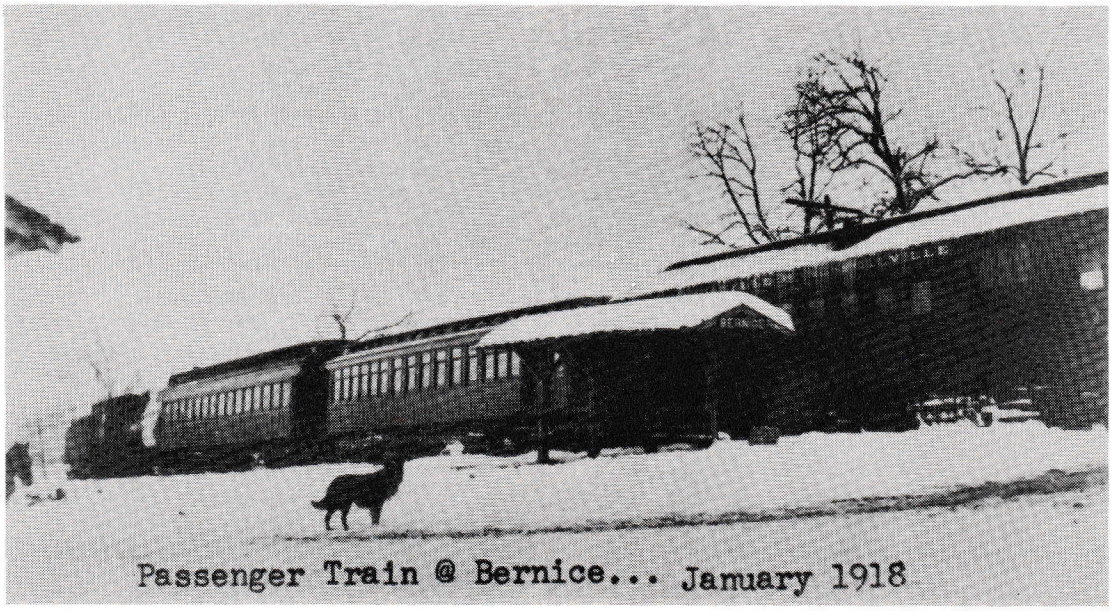
WINTER, 1989

REPORT

NO. 220

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

Season's Greetings



Passenger Train @ Bernice... January 1918

MAY THIS SNOWY SCENE FEATURING OUR MUSEUM'S OLDEST CAR IN A BYGONE ERA OF HORSES, DOGS, AND STEAM-POWERED "SLOW TRAINS THROUGH ARKANSAS" BRING A TRAINLOAD OF HOLIDAY WARMTH, JOY, CHEER AND HAPPINESS TO YOUR HOME!!!

At left is Dardanelle & Russellville Coach #10, PRR-built in 1886, sold to the D&R in 1916, rebuilt into Rockdale, Sandow & Southern Combine #3 in 1936, and acquired by PSRMA in 1976. In center is D&R #3, traded in 1920 for what became D&R #14, also acquired by our Museum in 1976. At right is Combine #2. Locomotive is probably 2-6-0 #9 running in reverse from Russellville, which D&R engines always faced on the wye-less five-mile shortline. Despite the rustic scene, Bernice was a major D&R traffic producer at that time, being the site of a large coal mine.

Photo-D&R Collection, Courtesy Bill Robbins, Pres. D&R; and Jim Wakefield

Executive Director Reports:

NEW DISPLAY BUILDING NEW MUSEUM OFFICE CEMENT POURED AT CAMPO

by Barney Barnier

As we go boldly into 1990, we face opportunity as well as a challenge. We have been granted $100,000.00, by the state to build our Display Building to house our collection and show it to the world. We are also looking at the chance to operate our trains in the awesome Carrizo Gorge. Both of these things are what we have worked for so many years. We have come from a small "train club" and are approaching a professional Museum. And, what is more important, we have ourselves to thank for it. I mean each and every one of the members has himself or herself to thank for OUR Museum being where it is now. We never could have done it without YOU, for every contribution, whether it be monetary or hard work, all adds up to a whole museum. It is an honor and a privilege for me to be the Director of an organization like ours.

Our office has been in the San Diego Trust & Savings Bank at Fifth Avenue and Laurel Street due to the generosity of **Mr. Tom Sefton.** Now the bank is being torn down to make way for a new high-rise, and we have moved into new quarters at 2870 Fourth Avenue, Suite C, San Diego, CA 92103. We also have a new office phone number: (619) 291-9220. Our Office Manager, **Bobbie Ringersma**, is available from 10AM to 4PM Monday through Friday, to answer any membership questions, help you with information, sell you an excursion ticket, or any one of the hundred other things she does so well. We also have more room in our new office, thanks to Museum Trustee **Ted Lipsey**, who underwrites part of our expenses. There's a spare desk for a volunteer who wants to get involved and help out at the office (this is a subtle hint). You are also welcome to stop by just to say "Hi"!

The next time you come up to the Museum at Campo you will note the car shop now has a cement floor. We also poured a new ramp into door 4, and some entry steps here and there around the building. The floor for the new groundskeeper's shop is also in, and waiting for us to put up the walls. **Dale Prescott, Bruce Semelsberger**, new member **Richard Wayne**, and **Harry Hurry** added a new section of siding to the building on December 16th while I was out sick (I should try that more often).

Our long search for an R.P.O. Car has finally resulted in the acquisition of a retired ATSF car in Houston, Texas. This car has been used as a gift shop since it's retirement and has most of the original interior still in place. Our cost for the car's purchase was $7,500.00. We will be trucking it to Campo in the near future. And while we have some money left in the RPO Fund, we will need some more to prepare the car for display. If this is a project that interests you please send a contribution to the RPO Fund so that we can get this grand lady on display. We may even be able to surprise you with something special we are planning for this car. Watch this column for further details. We will be forever grateful to **Harry Nichols** of the McKinney Avenue Transit Authority in Dallas who acted as our agent in the purchase.

LIBRARY IN NEW HOME

By Roy Pickering

It took over a month to complete, but we finally got the inside painted. Many thanks to **Wayne Davis, Don Getz, Nancy Getz, Bruce Semelsberger, Harry Doering, Scott Thompson, Bob Eikel, George Parish** and **Roy Pickering.** They all showed up to sling paint and bring new life to old walls. **George Parish** has done some great work patching holes in the base boards, putting an end on a cabinet, and hanging a door. **Roy Pickering** Bar-B-Q'd hot dogs for everyone for lunch.

On the 20th of December, **Dale Prescott, Richard Wayne, Harry Hurry, Harry Doering, Wayne Davis, Al Kevil, Dan Marnell** and **Roy Pickering** met at the old Naval Hospital Library in Balboa Park to move book shelves loaned to us by the Park. Dr. Dan Marnell rented an 18-foot Ryder truck and **Harry Hurry** drove it for us. We made two trips completely loaded with it before running out of time. **Harry Doering** also made several trips using his pickup to haul miscellaneous shelf parts. Thanks to **Harry Hurry** for driving the truck, and also for springing for lunch at the CPO Club. The following Saturday, **Cliff Pennick** used his truck to haul the last two units for us.

Thank you to **Eddie DeMers** for the donation of four boxes of magazines. Also many thanks to **John Lippitt** for the donation of a computer. We could also use some cash donations to help support the many miscellaneous supplies that we need to operate effectively. **H-E-L-P!!!**

****SUPPORT YOUR LOCAL RAILWAY MUSEUM LIBRARY****



GET IN THE SDRM HABIT

PAINT CHIPPIN' -MANY THANKS TO MANY FRIENDS

By Norm Hill, #1 Paint Chipper

In 1989 our Museum's Restoration people worked on a variety of equipment. We improved four passenger cars, and four freight cars. These people are very dedicated to the idea that preservation of railroad history and equipment is important. They work mostly outdoors, in all kinds of weather, for no pay, and quite often buy their own tools and supplies.

Two members drive down from Los Angeles. Some work in other departments frequently. They were a big part of the Campo Depot painting and the "Jacumba Track Weeding Party". The Museum owes these hard workers so very much. Without them we would just be a bunch of railroad junk collectors. It is my opinion that the Museum volunteer worker is the very best railfan! This applies to all railroad Museum volunteers. They are doing something to save some of our rich railroad history.

The people I have been writing about are the following people. They are listed in alphabetical order.

Charles Alban: Charles worked on almost every restoration project this year. He worked a lot on our open-air tourist cars, helping remove old electrical, plumbing and heating systems. He also helped remove the old false ceilings in the same cars. He does a lot of tourist car designing and planning. He also does a good job of rounding up materials and supplies during the week. He attends a lot of meetings in all aspects of the Museum and contributes a lot of time and effort to our Museum's development.

Bill Barbour: Bill has been working on restoration projects since our early days at Miramar. For years he has driven down from Los Angeles to work at Campo. This year he worked on our FGEX Reefer, helping remove layers of old paint. He worked on our C&O, and SP Caboose #1061, doing paint prep.

Al Barnier: "Barney", our Executive Director, does a lot for restoration. He has restored many small items such as first aid kits, fusee holders, light fixtures and numerous other small parts for our cabooses and passenger cars. He is constantly working on facilities at Campo which will someday aid our restoration efforts. He is always helping us in some way in restoration and feels restoration is important. Recently he has helped with the planning our new open-air tourist cars and lining up contractors to aid our efforts.

Paul Bortell: Paul is leading the work on our new open-air tourist cars, #350 & 351, the former military hospital cars featured in the last issue of the 'Report'. He is lining up cash donations for the cars and donating a lot of his own money for these projects. Paul has done a lot of work on the cars this year too, helping remove all the old ceilings, and heating and electrical systems. He also designed the new wood window sills. He was a very big part of the Erie-Lackawanna car conversion program that resulted in our present six tourist cars.

Wayne Davis: Wayne is a regular La Mesa Depot staffer. He helped work on the SP Caboose #1058 when restoration work started this summer. He is a very hard worker, believes in railroad preservation and is a good example of how Museum members can be very productive working right in the San Diego area.

Ken Faller: Ken has been an active restoration worker at Campo for many years. He has worked on SP Caboose #1061, Santa Fe #1303, and the FGEX Reefer. He works tirelessly when he comes out to Campo and we always get a lot done when he is working with us. He also was a big part of the Campo Depot painting project.

Jim Hamill: Jim is very active in our tourist car conversion program and also has worked on the Santa Fe #1303 project. He worked a lot this year with Sentry Sheet Metal Company who fabricated the new window sills for #1303. He was very involved with our Erie-Lackawanna car conversions as well. Jim runs many errands for many people all over San Diego County, all week long. He also has worked on our open-air cars. He thought he had retired several years ago, but took care of that very quickly with his involvement with our Museum. I am always amazed at how hard he works and how much he likes to do things for the Museum. Jim also does a lot of home projects.

Bob Haney: Bob is another active member who enjoys working on our tourist cars. He worked on our first cars (Erie-Lackawanna) regularly. Bob recently removed all of the #1303 window weather-stripping, a very hard task since every screw had rusted tight.

Jeanie Jones: This woman is truly an inspirational person. She loves J.D. Spreckles' private car, the Carriso Gorge. She has stripped many of the car's interior walls. The work is done all with chemical paint stripper which really burns the skin, and smells terrible too. She developed nice-looking, very professional displays in the car about the private car and the SD&A Railroad. Jeanie also helps out in the Campo Depot Gift Shop and works downtown in our business office. When she comes to Campo she works both Saturday AND Sunday!

Ted Kornweibel: Someday people will be riding our U.P Steel Caboose. They will experience what a caboose really is, because of Ted Kornweibel. This year saw a caboose that had its whole cupula area destroyed in some railroad mishap, become 80% rebuilt. Ted and his good friend, **Frank Stites**, took apart the damaged walls, built three new walls, replaced all bad plywood in the cupula seat area, and built new drawers. All new doors

More Chippin' - and More Thanks

will be installed next year. Much of the old plywood wall "paneling" has been replaced. Ted has produced a carpentry miracle. He also found time to be an active Board member and built new steps leading into our La Mesa Caboose. He even brings his sons, **Daniel** and **James** to our work parties. They, like their Dad, do a super job.

Dan Marnell: Dr. Dan has been very involved in our Museum's equipment restoration and caboose acquisition program. I consider him one of the most important leaders of our Museum. He has pushed to build a noteworthy railroad research library. This year saw him continue to work on S.P. Caboose #1061. He researched and found original Southern Pacific shop drawings showing caboose construction details and hardware. He had hardware built from these drawings. A professional carpenter rebuilt all the long-gone upper bunk beds. Dan had wood specially milled, again per the S.P. shop drawings. He installed the hardware and the new bunk beds. Two professional painters primered and then finished painting the car's interior floor, walls, ceiling and cupula area. The car's interior looks fantastic and is now one of the best restored cabooses in the U.S.

Dick McIntyre: Dick has been working in our Museum for fourteen years. Very early in his 'career', he earned the name, "The Metal Magician", because there seems to be nothing in the metal work and welding area that he can't do. He has worked on almost everything we own. He has helped every department, as well as almost everyone on their pet project. He once again did some fantastic things for the Museum in building an entire steel angle-iron frame for the large water tank in our U.P. Caboose. He figured out how to straighten some interior walls in the same car and did some carpentry as well. He also fixed the steel deck of the car's cupula, and reattached some of the caboose beds to the walls. Recently he has been working on the Santa Fe Library-Buffet car #1303. One car step was fabricated and installed, and the other was totally rebuilt. Many areas on the car's outside have had bad metal removed and replaced. He designed, built and installed new inside pieces of window sills. Currently he is installing the car's new exterior window sills. Sometime in 1990, people will be riding the 1303 on our tourist train, primarily due to the efforts and determination of Dick McIntyre!

Olivia Neece: Olivia has worked primarily on the Carriso Gorge. She is another person who comes all the way to Campo from Los Angeles. She has done a lot of paint stripping in the car. She also occassionally serves as train Conductor, as does her husband, Tony. She has also done a lot of research on the Carriso Gorge. We hope to see more of her in 1990.

Steve Norris: Steve found out about the Museum when the La Mesa Depot was being restored. It was obvious at once he was a very hard worker and he has been a terrific restoration volunteer. He is a railroad history buff who has traveled throughout Europe and Africa by rail. This year he worked primarily on the FGEX, aiding our paint stripping efforts. He is very dedicated to preserving railroad history and is a real asset to the Museum.

Bruce Semelsberger: Bruce is a regular worker at Campo. He works a lot on facility projects, but sometimes I luck out and he works with us. He was a very big help on our original six tourist cars. He worked this year on the S.P. Caboose #1058 at the La Mesa Depot. He has also helped on the windows of our SD&A tourist cars. He always has a super attitude and is fun to work with. I know he will be a big help in 1990.

Frank Stites: Frank is the third key person who is bringing our badly damaged U.P. Caboose back to life. He works a lot with **Ted Kornweibel** and the two of them really do a lot of carpentry when they work together. Frank worked a lot on the caboose's very tricky wall plywood "paneling". He also will be another important worker both on the U.P Caboose and the Santa Fe #1303.

Tom Travis: This year, Tom has been stationed in Italy, thanks to the U.S. Navy. But before he left he was a big part of the Railfair Equipment push. He has spent many years working on many restoration projects. He is missed very, very much. This year, since he was not available to help with the actual work, he donated money for new wood siding for our S.P. Caboose #644. He is still with us in spirit! We hope he finishes his tour and comes back home soon.

I want to thank all of you mentioned above for the wonderful work you did in 1989 and thank you for doing so much toward saving our equuipment and our area's railroad history. I am always amazed at how much you people get done, how dedicated to the idea of railroad preservation you are. You are some of the best people in the Museum and we would just be a railroad junk yard without you!!!

At the top of my list for 1990 is the hope that others who once were active workers will come back. You are really missed! Big work parties are really fun! Come out and work in restoration, or facilities, or on our diesel and steam engines! Join our train crew! A lot of what we do is hard work, as all of you well know, but it is very rewarding.

1990 BOT MEETINGS SCHEDULE

Schedule of meetings for the Board of Trustees during 1990 is as follows:

January 23	July 24
March 27	September 25
May 22	November 27

Regular meetings are always on the fourth Tuesday, during alternate months. They begin at 7:30 PM in the Trust Room, San Diego Trust and Savings Bank, 530 Broadway, San Diego.

GETTING INTO TRAINING

By Dick Ruppert
Director of Volunteer Training

If you've been meaning to try your hand at the Museum's train operations program, make a New Year's resolution to do it in 1990.

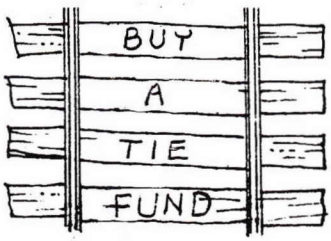
The best way to start is in the Trainman Class. This 2-day class covers public relations, railroad safety, Museum organization and plans, railroad history, Campo history and other things pertaining to working with Museum visitors.

The January 27th session meets at 9:30AM in the lounge in the Campo car repair shop. The February 10th session will meet at 9:30AM at the historic Old Stone Store in Campo. Attend both sessions. The course fee will be $10 to cover materials.

Mike Retz, Scott Thompson, Jerry Gillam, Randy Naves, Dick Ruppert and Rick Borstadt have been working for months to revise this class and materials to make it even better. You'll learn a lot about the Museum and its equipment.

To sign up, send $10 to the San Diego Railroad Museum, Attn: Training, 2870 Fourth Avenue, Suite C, San Diego, CA 92103.

Steam Team: Doug Mick's course is a combination of classroom and hands-on work on our steam locomotive collection. This interesting class meets every 3rd Saturday of each month at 9:30AM in the car repair shop lounge at Campo. Course fee is $6 for six months materials.



We are getting ready to install track and the switch for the east entrance to our yard, and are going to need a lot of regular and switch ties to complete the job. Also, with the recent donation of $100,000.00, by the State of California for our display building, we will also be laying several tracks and switches into that area. Our Buy-A-Tie program has been dorment for a while, but in order to finish these important tasks we need your help again. Ties are $15 each, and as before, donors will see their names in the Report. Many thanks to **Larry Rose** for the original idea and the artwork. His efforts and your generousity resulted in 560 regular ties (1,120 feet of trackage) and 160 switch ties (enough for about 8 switches). Donations should be mailed to our new office at 2870 Fourth Avenue, Suite C, San Diego, California 92103, clearly marked for the **Buy-A-Tie Fund.**

LA MESA DEPOT MUSEUM

By Margaret Barksdale

A late report on the Oktoberfest, held at the La Mesa Depot to help support the Museum's new Library. We had a great turnout, sold lots of hot dogs, lemonade and soft drinks. Also had a small bake sale, thanks to these members who donated baked goods:

Carol Badman	Carmen Donavon
Al Ellis	Corrine Gallagher
Nancy Getz	Hallie Holmes
Harry Hurry	George Medlin
Roy Pickering	Roger Steadman

Janet Werdowatz

Nancy baked fifteen different items for us - Thanks, Nancy, for your super support - we needed it. As usual, Al donated the lemonade - what a guy. The helpers for both days were:

Wayne Davis	Carmen Donavon
Bill Evans	Don Getz
Nancy Getz	Hallie Holmes
George Medlin	George Parish
Roy Pickering	Bruce Semelsberger

During past months we have had numerous visitors from local tour bus companies; 46 from Trail Setter, and 42 from Smith Tours, stopping by our depot on their way to Campo.

Thanks to the following docents who help keep the depot looking presentable for all of our visitors. They clean, sweep leaves, repair things that break, or whatever else it takes, even fixing broken window shades.

Julius Acevez	Dan Botkin
Margaret Collins	Dorothy Cotton
Wayne Davis	Jack Eben
Al Ellis	Bill Evans
George Parish	Roy Pickering
Eric Sanders	Bruce Semelsberger

Russ Stockwell

Thank you all for your wonderful support during the past year.







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

MEXICALI ROSE ADDS INTERNATIONAL FLAVOR TO OUR MUSEUM

By Bill Schneider

In June, 1989, Museum Life Charter Member **Jack Stodelle** donated his half of two 1920's-vintage passenger cars, named after Mexican songs, to our Museum. One of them, #1531, the "Mexicali Rose", is a unique car with unique lettering, no vestibules or side entry doors, and has been painted green, yellow, and its current orange.

A 90-ton heavyweight with six-wheel trucks, this car was built by The Pullman Company in 1925 as a full-length Club Car for the Union Pacific Railroad, which numbered it #1531. Originally it had rearview windows on each side of the diaphragm at one end, and the last two windows on each side at that end were oversize, forming a solarium-type lounge. The car had clerestory ventilation, ceiling fans, and rattan furniture, and was painted Pullman green. Despite its being a Club Car, alcoholic beverages could not be served in it until 1933 due to Prohibition. In addition to the sun parlor, it probably had two parlor lounges and possibly a soda fountain, later converted into a bar.

About 1940, UP #1531's floor plan was changed, and it was rebuilt into its present configuration as a mid-train Club Car, with a 45-foot lounge section seating 36-38 people; a full-service bar; a storeroom with side door; two six-bunk bedrooms for crew use; a steward's room; and one toilet. Air-conditioning was added, and the car was given modernized skirting on its roof. It was also painted UP's Armour yellow, probably at this time, to enable it to blend in with the UP's new streamlined equipment. The cars rearward-facing windows were deleted during the rebuilding.

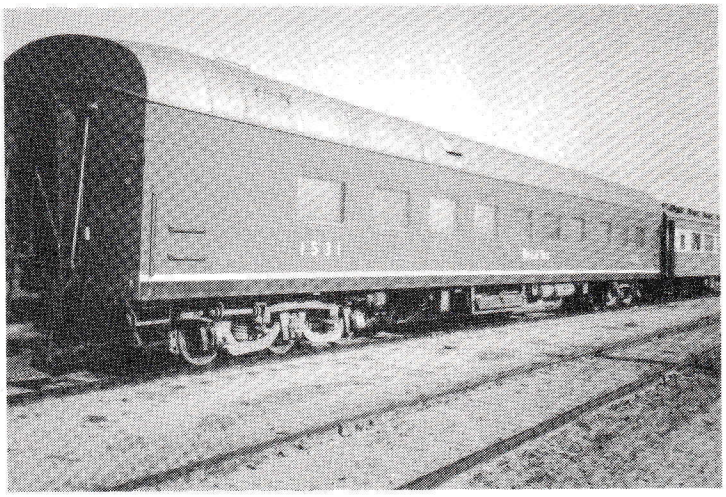
Because it has no vestibules or side doors (except for the storeroom service door), #1531 is referred to as a "mid-train" car, although it can be used anywhere on a train.

Among the trains that UP #1531 was reportedly used on were the Chicago-Omaha-Denver "Columbine" (for which it may have been painted silver and blue with gold stripes in the 1930's); the Kansas City-Denver-Portland "Portland Rose"; and the St. Louis (via Wabash Railroad)-Kansas City-Denver-Ogden-Los Angeles, "City of St. Louis", which it operated on right up to that train's discontinuance in 1966. It was then retired and stored in Yermo, in the Mojave Desert.

In April 1969, UP #1531 was purchased by Jack Stodelle for $2,000 and delivered to the UP coach yards in Los Angeles. After some repairs, it ran to San Diego on a PSRMA excursion. There it was stored on leased track near the Santa Fe Depot at the foot of Broadway, and used in excursions to Los Angeles, Las Vegas, and Mexico. The car's interior was repainted and some furniture, drapes, and carpeting added by Jack, his wife **Elaine**, and new half-owners **Mary** and **Bob Berray** In October 1971, it was moved to Mexicali via the SD&AE through Campo, the Carriso Gorge, and El Centro. In October 1972, it was taken to the SBC shops in Benjamin Hill, where it was repainted orange, based on Jack's belief that this would be the SBC's standard locomotive paint. The car was also named "Mexicali Rose" after the popular Mexican song, and its new name was painted on by the SBC's paint foreman, who used his "artist's license" to design the unique cathedral-style lettering. The non-traditional railroad lettering was a big hit with the SBC railroaders, and the car became a traditional centerpiece at the SBC depot in Mexicali. Its old UP number, #1531, was also repainted on its sides, and was used by the Ferrocarril Sonora-Baja California as its identification number.

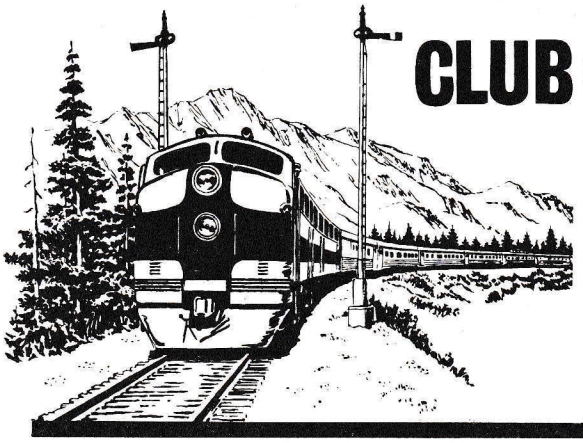
When used on passenger trains, "Mexicali Rose" was entered through its end doors from other cars. When used by itself, the storeroom's side door and a small metal stepladder were used for access. The SBC shop crew made a metal pull-down step for the "B" end door, but it was too heavy and blocked access to the rest of the train, so it was removed.

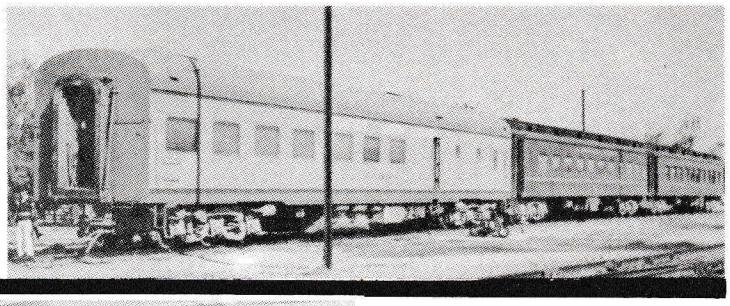
The "Mexicali Rose" was used by its owners on many trips and excursions in Mexico, and by the SBC as an official car several times. It was also made available to Mexicali Rotary Clubs for convention trips, and to PSRMA, which has enjoyed its use for decades on its Puerto Penasco and other trips.



Ex-Union Pacific #1531, later christened the "Mexicali Rose", at Puerto Penasco, Baja California, in November 1988 on a Museum excursion. The car was serving as a lounge for excursion staff members. It is painted orange, with silver roof and white and black stripes on the sides. Note numbers at both ends of the car. photo - B. Schneider

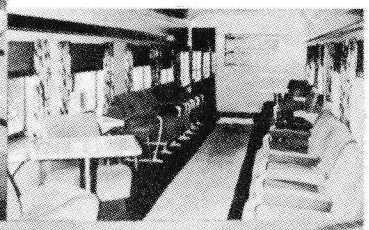
CLUB CAR 1531 ROLLS AGAIN







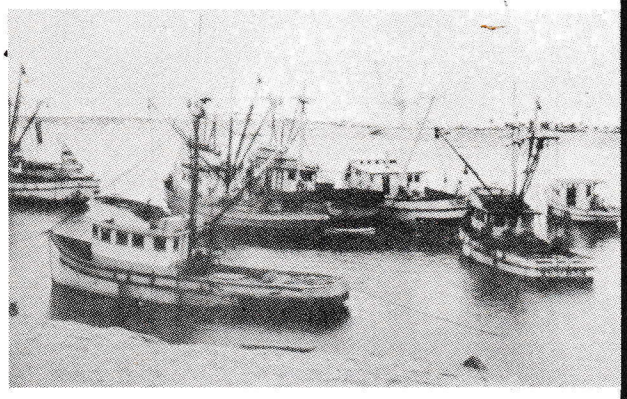
Once the popular rear-end club on the famous Portland Rose . . . and in later years on the City of St. Louis, Club Car 1531 is now privately owned, fully restored and available for private party use.





Facilities include a full service bar. Huge 45 foot lounge section seating up to 40. Small galley for light meals. 3 bedrooms accommodating 13 people and 4 more in the lounge section.

Ideal for all-men and all-women groups or mixed groups who enjoy being together rather than partitioned off as in regular type equipment.



Weekend in picturesque Puerto Penasco in old Mexico.

Warm sandy beaches . . . away from most tourists. Good food and accommodations in this port 180 miles south of Mexicali (a five hour run on the Ferrocarril Sonora-Baja California.)

Go most anywhere there are passenger trains now scheduled. Canada, Mexico, Los Angeles day trips, over weekends to Las Vegas, Flagstaff, San Francisco.

Rates on request — Call Jack Stodelle 465-1445.

Consideration extended to travel agents.

Railfare is usually based on a minimum of 18 first class fares (25 fares in Mexico . . . plus deadheading charges to Mexicali, Mexico). Up to 40 people can be accommodated on day trips, up to 17 on over-night runs. Actually on most overnight trains, pullman space is available in sleepers on the train so a group as large as 40 can normally be accommodated.

Publicity flyer for ex-UP #1531's Excursion Service, in 1970-71, when was based in San Diego. Later, it was moved to Mexicali and named "Mexicali Rose". Furnished, courtesy of Jack Stodelle

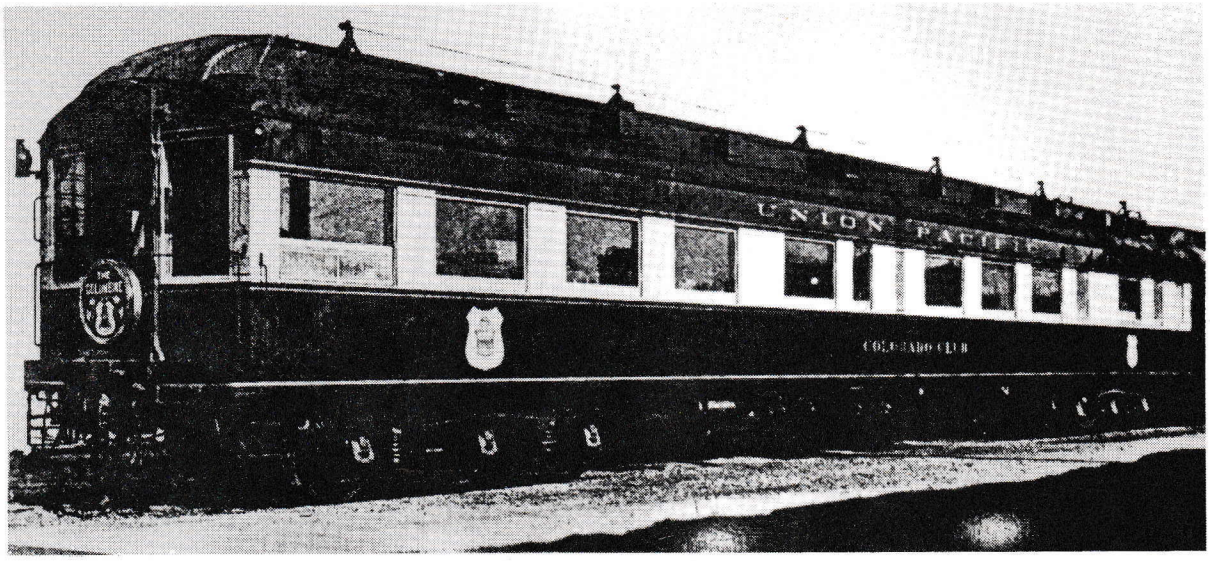
More Mexicali Rose

During one trip on the Chihuahua al Pacifico between Chihuahua and Creel, a steer, hit by the train, ended up under "Mexicali Rose" and took out the car's 25kw generator and all the wiring. The SBC replaced it at Benjamin Hill, along with a collapsed elliptical spring.

Jack reports that the fastest trip he ever had in Mexico was when a worktrain F unit pulled "Mexicali Rose" non-stop from Puerto Penasco to the Mexicali depot in just under three hours, "...horn going and dust flying"! --a two-car train!

In June 1989, Jack donated his half of the "Mexicali Rose" and 8-1-2 Pullman sleeper "Maria Elena" to the Museum, shortly after he moved from Brawley to Coarsegold, near Yosemite. The Museum then bought Berray's half. The car, in the past few years, stored near the Mexicali freight station when not in use, will continue its service with the Museum's Excursions Division on its Mexico trips. Although vandalized in mid-1989, the car is sound, and is expected to be repaired, refurbished, and repainted soon at the SBC shops in Benjamin Hill, and used by the Museum for many more years on its Mexico excursions. Some day it may even be brought to Campo for restoration as UP #1531 to match our other Armour yellow cars, but that's only a possibility, and a long way off.

THANK YOU, Jack Stodelle! For those members who may not know him, Jack is not only one of our four Life Charter Members and a former member of our Board of Trustees, and donor of these cars, but he has also been involved in one way or another with the preservation and ultimate acquisition by our Museum of many of our finest pieces of equipment; locomotives #104 and #2353; coach #2693; diner/lounge #1509; #959 Carriso Gorge; #1304 "Chief Manajaka"; "Robert Peary"; and others. Jack has also been a great example to others, as he has literally put his money where his mouth was on many occasions on the Museum's behalf. And he also provided all the information for this article. Again, **THANK YOU, JACK STODELLE!!!**



In its original configuration, our Union Pacific #1531, the "Mexicali Rose", may have looked like this car, the "Colorado Club", built for the Chicago-Denver "Columbine" of 1930. Named after Colorado's state flower, the luxury train's cars were painted silver and blue with gold striping - colors of the Colorado state flag. Note the large end windows on the sun parlor, the six-wheel trucks, and lack of vestibules and side entry doors.

Photo - Some Classic Trains,
by Arthur Dubin, Kalmbach Pub. 1964, page 396

NEW MEMBER WELCOME and ORIENTATION

By Dick Pennick

On Wednesday, February 7, 1990, the Museum will initiate a monthly welcome and orientation meeting to provide new members with information they need to be informed, productive elements of the Museum team.

Host for this kickoff meeting will be long-time member and former Museum President, Richard Pennick. It will begin at 7:30 PM in the Museum's new research library facility at 69th and Mohawk (the former Muir Elementary School Kindergarten building, one block northwest of 70th and El Cajon Blvd). The meeting will end promptly at 9 PM, followed by refreshments. Any new member, old member, prospective member, ALL are cordially invited to attend.

If you have any questions or comments, please call our Office Manger, **Bobbie Ringersma**, at the Museum Office, 291-9220.

Welcome to the San Diego Railroad Museum! We look forward to meeting you.

AS I SEE IT

Historical Significance

By Rene' Scheuerman

The question of historical significance (as well as what pieces of rolling stock we can sell or trade, has come up, so interested parties should be referred to "PSRMA Rolling Stock and Restoration Policy", dated May 25, 1987, in which three categories are established: The Permanent Collection, The Tourist Railway Collection, and The Special Collection.

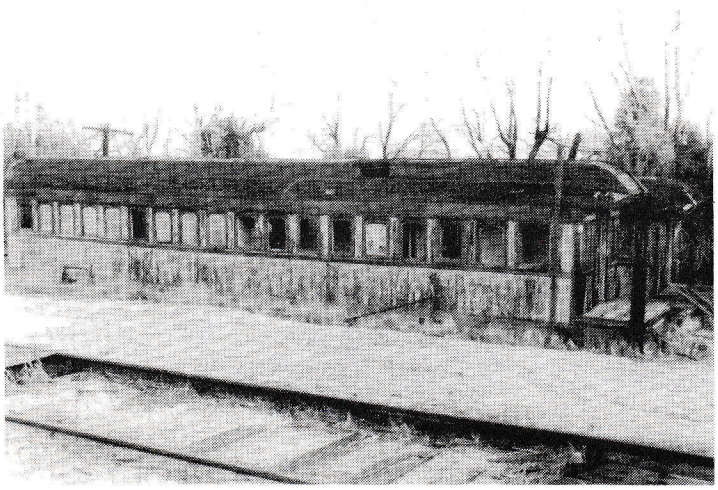
"The Permanent Collection: To acquire, restore and preserve locomotives and cars of historical significance from mainlines, streetcar lines, and industrial railroads of the Western U.S. in general and the Southwest in particular, to exhibit and occasionally operate as much of the equipment as possible as a living regional railway for the education and benefit of the general public." My personal interpretation would be equipment from the SD&AE, SP, SF and UP, in that order. We are extremely fortunate in having the only remaining steam locomotives owned or leased by the SD&AE, although there may be other SP or SF locomotives (and passenger cars) in existance which may have operated over SD&AE tracks.

The most historically significant passenger cars, besides #050 Carriso Gorge, and combine #175, are the five car bodies on the ground at Jacumba. In April, I did a photo essay on these cars with the idea of documentation. On October 7, 1989, I was shocked to find that someone has been methodically going through each car and removing every last piece of hardware, and even the carved wood moldings from around the windows! I cannot stress strongly enough the importance these cars have to our preservation goals. The D&R cars may be a bit older, and in better condition, but they have less regional importance to us. People interested in preserving these cars for future, static display should call me at 466-6500, and work toward these goals.

1. Acquisition of title to these cars from MTDB and SD&IV.
2. Forming a work party to remove whatever is left of these details, and inspecting each car with the idea of moving them to Campo.
3. Preparing an estimate of cost of moving at least two of the best ones to Campo.

While I realize these cars are in very bad shape, once they are gone, they're gone forever. A company in Colorado makes 4-wheel trucks for cars like this for approximately $5,000 a pair, and at some future time, someone may be interested in restoring a car as a static display, or even of using one as a model for a replica.

My last article drew some negative comment, so I wish to emphasize that it was a plea to members to look beyond their own areas of interest within the museum, and think about what would benefit the museum as a whole. I wish every active member would become certified as a train crew member, so we can keep 'em rolling, and roll in the revenue from which every department benefits. Some of us in Operations are getting burned out too, and would like to chip paint for a change, but we can't do it if the trains are not manned.

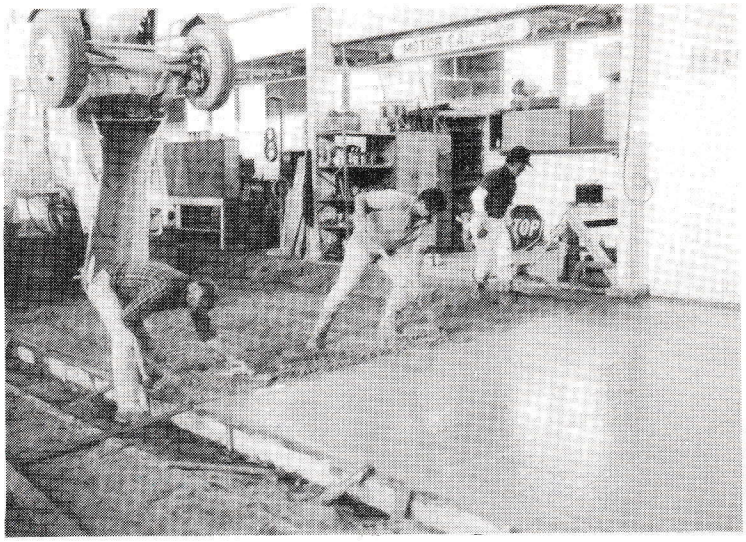


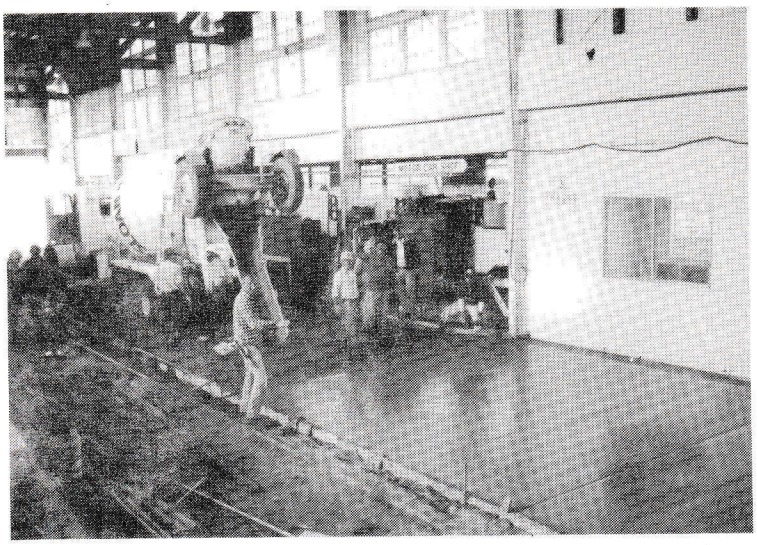


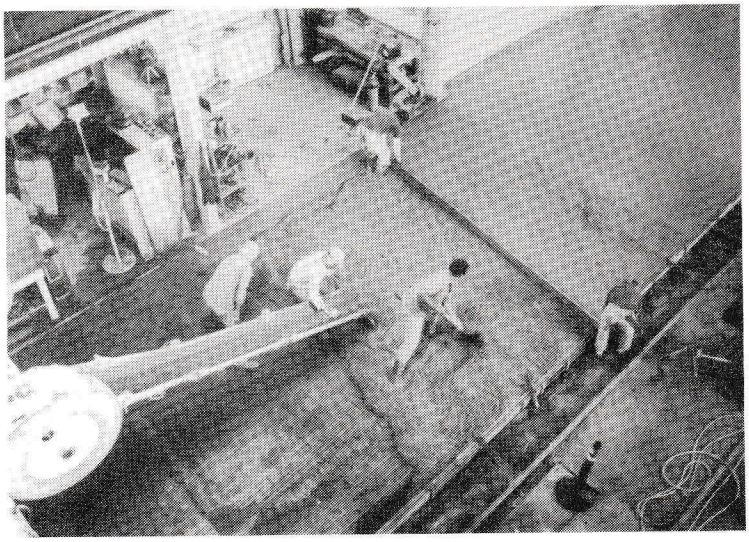
Two of the five original wooden San Diego & Arizona coaches, lying rotting near the Jacumba Depot. Weather has taken its toll, and more recently souvenir hunters have been stripping the hardware and carved wood trim from the interiors. Photo-R.Scheuerman

PICTURE PAGE - CAR SHOP GETS A NEW FLOOR

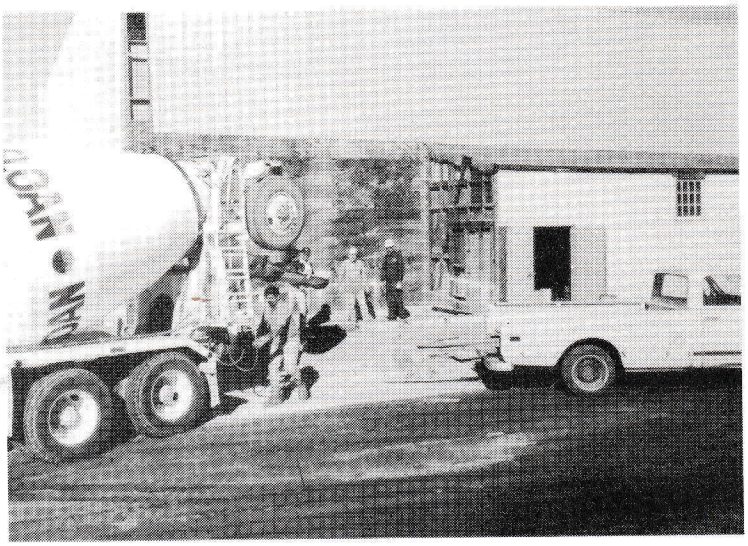












These photos show the recent pouring of the first section of concrete flooring in the Car Shop. In all, nearly forty cubic yards were poured, not only for this section of floor, but included the foundation for the gardner's shed on the southwest corner of the shop, and a ramp leading into the building. ALL CEMENT WAS DONATED BY **NELSON-SLOAN** OF CHULA VISTA.

Photos by Harry Doering

THE SAN DIEGO RAILROAD MUSEUM IN REVIEW
TEN YEARS OF DOING THE IMPOSSIBLE

The Pacific Southwest Railway/San Diego Railroad Museum has established itself as one of the most dynamic, fastest-growing museums in the southwest, and from what has been happening just in the past twelve months would lead one to believe that, as the saying goes, "You ain't seen nothin' yet"!!!

The following is a blow-by-blow account of what has been accomplished in the past ten years. Properly annotated and described, this would probably take the entire newsletter, so please excuse occasionally sketchiness. Those of you that have been members for all, or at least part of this period will remember most of the details I may omit.

1980: $5,000 grant received from the J.W.Sefton Foundation to kick off the Campo Museum Land fund drive. Site preparation begins for the La Mesa Depot restoration. Santa Fe "woodie" Caboose #1413 acquired for $5,000. 25-ton self-propelled railroad crane is donated by the U.S. Navy. The Museum's 3-truck Shay locomotive is fired off at NAS Miramar, its first steam-up in eight years. The Robert Peary comes out of the shop sporting a new Pullman Green paint job with gold trim and lettering. The now infamous "Dumpster Collection" is acquired by museum volunteers after word came that the SD&AE management had taken over former office space that contained records, maps, photographs and 'tons' of other documentation beginning with the first railroad in the San Diego area. The E.J. Lavino #10 and Mojave Northern #3 steam locomotives are sand-blasted and repainted at OERM by PSRMA members. First parcel of land is purchased at Campo from San Diego County - this being the one with the Armory Building. Two more heavyweights join the Museum equipment roster, UP #4054 Diner and ATSF #112 RPO/Coach - the latter donation being cancelled by the Escondido City Council due to their misunderstanding of the Museum's intended use of the car. Refurbishment completed on UP #576 Coach by the Museum's Restoration crew. A 400-foot spur is laid adjacent to the La Mesa Depot, for display of rolling stock. New LIFE Member, Larry Rose (#2). Railfan of the Year - Wally Barber.

1981: E.J. Lavino and Mojave Northern 0-6-0 steam engines are moved from OERM to La Mesa. Our 45-ton diesel switcher #7485 is loaned to the the San Diego Trolley to shuttle the new trolleys from place-to-place. Purchase of the 4.35 acres adjacent to the first parcel at Campo begins escrow. Lease is signed for additional property at Campo, this being with the SD&AE for a mile-long strip parallel to the existing track, from the west corner of Museum property east to about the Highway 94 grade crossing. Rework and rerigging of our 25-ton crane results in it being rerated at 40 tons lifting capacity. Four track machines are donated by the U.S. Army Corps of Engineers, including a spike driver, spike extractor, track jack and a tie adzer. Interior demolition of Gymnasium (Car Shop) building begins. The San Diego Trolley opens for business on July 26th. $25,000.00, grant received from J.W. Sefton Foundation. AMTRAK Coach #5601 is donated by John Baldwin of San Francisco. About one mile of rail is donated by SD&AE, coming from the old Coronado Branch. First piece of rail equipment arrives at Campo - the Santa Maria Valley Railbus. Museum hosts a steam-up at Miramar in preparation for moving all equipment into San Diego and La Mesa. G-10 Army Kitchen Car restoration is completed by the Museum's Restoration crew. Preliminary grading done at Campo. La Mesa Depot wins an Orchid Award by a committee of design professionals of San Diego County. Four LIFE CHARTER Members are recognized; Terry E. Durkin, Eric Sanders, John B. Stodelle and William T. Wootton. New LIFE Members; I.O.Garcia; Frank Barajas; Norman R. Hill; William C. Evans, Jr.; Dan Robirds; Dr. Richard H. Tullis; Bradley H. Bauman; William D. Barbour; Victor Koenigsberg; James H.F. Collins; H. Chalmers Kerr, Jr.; and Harry A. Hurry (#14). Co-Railfans of the Year are Bob and Linda DiGiorgio.

1982: SD&AE Locomotive #104 and John D. Spreckels' personal business car, the Carriso Gorge #050, are donated by the 22nd District Agricultural Board (Del Mar Fairgrounds). Door header for track #1 is installed in the Campo Car Shop. Diesel locomotive, MRS-1 #1809 donated by the U.S. Air Force. Sister engine #1820 follows soon after. "Buy-A-Tie" program is launched by Larry Rose. La Mesa Depot Museum is officially opened by La Mesa Mayor George Bailey, PSRMA President Jim Lundquist, La Mesa Historical Society President Dorothy Griner, and a large crowd of railfans and local residents. Machine Shop tools arrive at Campo, acquired through the state surplus property office, including a milling machine, large lathe, drill press, pipe threader, power hack saw and more. Military passenger cars of unknown origin are donated by the U.S. Navy, but remain in storage at the Naval Weapons Station, Fallbrook. First passenger train in 54 years arrives at the La Mesa Depot, PSRMA's "Cannonball Express". ATSF Caboose and heavyweight Library-Buffet car donated by new owner of the National City Depot. Museum buys 6-ton forklift for Campo. Members responding to a request to name the Campo facility agreed overwhelmingly on the name, "Pacific Southwest Railway Museum." Members show up in droves for track laying at Campo, and in a single weekend, lay 900 feet, nearly the full length of the two parcels of land the Museum owns. Second SD&AE excursion in La Mesa happens, called the Santa Claus Express. As with the first, all runs were totally sold out and the Museum received badly-needed funds for many projects. Dr.Dan Marnell funds a special Rail Travel TV Series in the name of the Museum, called "Great Railway Journeys of the World", shown on Public Broadcasting. New LIFE Members; Grant R. Beals; Robert L. Kern; James Hamill; and

More Decade In Review

Chris Ferguson #18). Railfan of the Year is Dick McIntyre.

1983: The two wooden pre-1900 D&R cars are moved to Campo by truck, and are the first to be put in the new car shop. SD&A locomotive #104 and the Carriso Gorge #050 are trucked to a spur next to the Solana Beach Lumber Yard to be prepared for movement to San Diego, then on to Campo. A 2-1/2 ton 1959 GMC Stake Truck is donated by John Helm. A grant of $10,000.00, is awarded by the San Diego Community Foundation, and used to put a new roof on the Campo Car Shop building. Museum holds its first Bar-B-Q at Campo and is regarded as a huge success. Flash fire in Carrizo Gorge near Tunnel #6 destroys two wooden trestles. A #10 switch is installed on the Campo Depot House Track that will link PSRM Campo with the outside world. The Great Freight, PSRM EXTRA 3 EAST, moves over twenty pieces of Museum equipment from San Ysidro, through Mexico, to Campo, beginning with our #3 Shay locomotive, but finishing with #7485 (later renamed "The Ant"), because the Shay breaks down just nine miles into Mexico. Santa Fe donates "Chief" Reefer. Museum library moves into temporary quarters in La Mesa to begin sorting, identifying, cataloging the vast collection of books, maps, charts, records, etc. Narrow guage 2-8-0 steam locomotive, Coahuila y Zacatecas #1 is donated by Specialty Restaurants Corporation. Chesapeake and Ohio "woodie" caboose donated by George Thagard. San Diego County Board of Supervisors vote to include PSRMA in allocations of county "TOT" funds, approving the amount of $10,000.00. New LIFE Members; James J. Lundquist; Will Kinum; Rosalie Ohre; Edward Duling; Hazel Duling; Duane B. Leal; and Russell C. Joslin (#25). Railfan of the Year is Scott Thompson.

1984: The Pullman car "Commandant" and SP wooden Caboose #644 are donated to the Museum. SDE Ry Overhead Trolley Wire Repair Truck is moved from Tecate to Campo by Bob DiGiorgio and crew. Rail Classics magazine features our Museum's "Great Freight" in their March issue. Santa Fe donates Rolling Gantry Crane from yard at the foot of Market, along with more rail, ties and track materials. ALCO RS-2 locomotive is donated by the Kennecott Copper Corporation. The SD&AE ceases to operate in San Diego County; the new operator from Texas is named the San Diego & Imperial Valley Railway. Santa Fe overhead gantry crane is dismantled by Dick McIntyre and crew, and moved to Campo. Fairbanks-Morse H20-44 locomotive donated by Portland Cement in Riverside, CA. Articulated locomotive, 2-6-6-2 #46 is donated by the Georgia Pacific Corporation. #46 had operated many years as prime mover for the famous tourist railroad, "The Skunk", in northern California. The County of San Diego Board of Supervisors allocates $30,000.00, of county "TOT" funds to PSRMA. SP Railway donates bay-window caboose #1351. Kyle Railways Inc., packs up its locomotives and equipment and leaves the San Diego area. Ten-wheeler, SP #2353, Vanderbuilt tender and Harriman coach are donated by the 45th Agricultural District (Imperial County Fairgrounds) Board of Directors. MRS-1 #1809 is brought back from the dead by John Gieffels and Henry Lines. LIFE Members plaque is donated by Margaret Barksdale and installed in the La Mesa Depot. At this time there are 32 names listed. Rare railroad survey map for the San Diego & Arizona Railway is donated by Dick Engle, General Manager of SD&IV. New LIFE Member category begun, that of Senior LIFE for those over 65 the new level is $300.00. New LIFE Members; Charles J. McMahon; John D. Corder; Rev. Kathy Askew; Rae Gay; and R. Don Geelan (#30). Railfan of the Year is Tanya Rose.

1985: Coos Bay is fired up for Campo's first steam in thirty years. Six Delaware, Lackawanna & Western Railroad coaches are bought for Museum's tourist operations. Two 100-ton jacks acquired. All-terrain forklift acquired from government surplus. Museum members paint SD&IV locomotives as gesture of goodwill between our Museum and the short line railroad. The Museum receives its first computer, donated by John Baxter. Board of Trustees organizes fund-raiser in Del Mar at home of Ralph and Marion Staver - over $4,000.00, raised. A rare 3-way switch and more track are donated by Santa Fe. Porter 25-ton Shop Switcher arrives at Campo, on lease from R.W. Babcock of Fallbrook. SD&IV uses Museum cars Robert Peary, AMTRAK #5601 and Dan Marnell's SP Caboose #1061 for its first "Customer Special" train - a public relations event for its customers in the San Deigo area. San Diego Gas & Electric donates many sections of 90-pound rail, and two large wood water tanks. Dow Chemical Company donates chemicals, spraying equipment and operators to spray weed-killer for right-of-way from the Mexican border to Hi Pass. La Mesa Depot receives two more awards, one from the Save Our Heritage Organization, and another from the City Council of San Diego, both recognizing excellence in historic preservation. Larry Rose is also honored by SOHO with their annual "People in Preservation" award. Survey and grading completed at Clover Flat for the Miller Creek run-around. Erie-Lackawanna cars arrive in San Diego. Security Pacific Foundation grants Museum $10,000.00, to be provided over a two-year period. San Diego County Board of Supervisors allocates $20,000.00, of "TOT" funds. Union Pacific Railroad donates PFE Reefer. Operating agreement signed with SD&IV Railway to operate between Campo and Miller Creek. Cotton Belt Caboose, SSW #35, is donated by SP Railway. Drive begins to acquire use of the Naval Hospital Medical Library building when it is vacated by the U.S.Navy. Run-around is completed at Miller Creek as SD&A prepares to initiate tourist train service between Campo and Miller Creek, the first such service in 35 years. New LIFE Members; Dorothy Corder; George N. Coleman; Lucy Mardock; Vernon E. Mardock, Jr.; Bill Gunther; Elwyn M. Heller; Thomas P. Chambers; Leo R. Clarin; J. Richard Teague; Richard J. Carroll; Betty J. Young; William Niedrich; C. Vernon Northrup; William B. Garner; Andrew W. Proctor; Jack Ebey; George F. Parish; Paul T. Bortell, Jr.; Albert B. Barnier; Robert A.E.

More Decade...

Hoffa; Robert L. Warner; Elaine Warner; Robert J. Hannah; W. Vernon Cook; Wallace A. Schonschack; and Margaret G. Stahl (#56). Railfan of the Year is Dr. Dan Marnell. A new award was introduced, Railfan of the Decade, the first recipient is Larry Rose.

1986: The San Diego & Arizona Railway officially opens for business with regularly scheduled runs between Campo and Miller Creek, Saturdays, Sundays and most holidays. La Mesa Depot gets oak benches for its waiting room - masterfully fashioned by cabinet maker Frank Cooke, who also built the ticker counter. Second rail crane donated to Museum, this one from Joseph Levin & Sons of Huntington Park - a 20-tonner, self-propelled and "fully operational". Museum holds another Bar-B-Q, with #11 Coos Bay steamed up, and raises $10,000.00. Gift Shop is reorganized and moved to Campo, with Diana Scheuerman as new Manager. San Diego Trolley opens first section of the east extension to Euclid Ave. The 2-6-6-2 articulated locomotive donated by Georgia Pacific Corporation is loaded in Northern California and moved to San Ysidro. Another big move follows, SP #2353 and the Harriman coach are brought to Campo from Imperial Valley. SP Caboose #1058 is acquired by Dr. Dan Marnell for the La Mesa Depot exhibit track. Shay #3 steam locomotive used for first time as steam power returns to the SD&A Railway run to Miller Creek. San Diego County grants $10,000.00, specified for restoration of the 2-6-6-2 locomotive #46. The Baltimore and Ohio Railroad, organized in 1827, announces that it will cease to operate at the end of this year. The C.J. and Dot Stafford Memoraial Trust donates $3,000.00, for continued refurbishment of the car shop at Campo. Museum and equipment at Campo used by shooting of the movie, "Destiny". UP caboose is donated by Roger Garrett. Dr. Dan Marnell and John Parker each donate $12,500.00, to the Balboa Park HQ Project. New LIFE Members; Ray Ayers; Harold L. Crispell; Stanley W. Bartlett; Edward D. Breck; Helen L. Russell; Edward D. Winters; Dr. David Chigos; P.M. Klauber; Robert J. Dowling; Robert M.Hanft; Harrison H. Green; Robert E. Kredel; and Eleanora M. Winters (#69). Railfan of the Year is Jim Hamill.

1987: Great Freight II moves 18 more pieces of Museum equipment to Campo, using Fairbanks-Morse H20-44 locomotive as motive power. UP Railroad donates PFE Reefer and boxcar. Overhaul of SP #2353 begins. Wooden trestle in Carrizo Gorge crossing Goat Canyon is designated a historic Civil Engineering landmark by MTDB, including a brass plaque awarded to Museum President Jim Lundquist. Museum runs first passenger service in Mexico between the depot at Tecate and the border. Museum enters into a 5-year lease with MTDB for use of the Campo Depot and surrounding acerage. City of La Mesa awards grant of $5,350.00, to paint the La Mesa Depot, upgrade the appearance of the equipment display, and initiate a study to automate the depot interior display area. New electrical service shed completed on corner of car shop. Gates installed in several tunnels entering the Carrizo Gorge to help reserve the area for future use. Flatcar purchased from government surplus. This acquisition effort includes a 1973 International flatbed truck with hydraulic lift bed, a large industrial band saw, heavy duty table saw, a Fairmont A-5 gang car and other tools. Plans for Railfair '88 begin in earnest. La Mesa City Council designates the La Mesa Depot an historical landmark. New LIFE Members; Merton A. Thomas; Michael Flaharty; D. Brian Valleau; Marion F. Henderson; Jim Wakefield; Edwin J. Gaede; Dennis Crile; and Vera L. Grogean (#77). Railfan of the Year is George Heflin IV.

1988: All systems are go-go-go in preparing for the Museum's and San Diego's first ever Railfair. Railfair '88 takes place in mid-May at Santa Fe's storage yard near Old Town. It is held in conjunction with the Museum's 25th Anniversary and features many special events besides the Fair itself, including a special train ride from Campo to San Diego, then two weeks later, a ride back, both being total sellouts. While falling short of a financial success, the Museum makes many good friends, introduces many people to a Railway Museum they previously didn't know existed, and probably most important, establishes the Museum as a legitimate organization in the eyes of many City and Railroad executives and managers. Much of the success of the event is justifiably given to the Museum's undermanned, underpaid, and overworked Restoration crew, led by Norm Hill. They refurbished more railroad rolling stock in a few months than most railroad museums do in a lifetime. After eight years as President, then Executive Director, James J. Lundquist 'retires' and Albert B. "Barney" Barnier becomes the Museum's new Executive Director. Mike Reading is appointed the new Safety Officer. Membership is queried and responds strongly in favor of the Museum's name being changed to the San Diego Railroad Museum. Maxine Sanborn becomes manager of the Gift Shop, and her husband Don is appointed Campo Site Manager. The Port of Long Beach donates a 45-ton Whitcomb switcher. Kaiser Steel donates a bay window caboose built in their own shop at the recently-closed Eagle Mountain Iron Mine. Southwest Portland Cement donates a hopper car. James Hardie Building Products Inc. donates enough roofing material to reroof the Campo Depot, valued at $15,000. As San Diego Trolley construction passes through La Mesa, our exhibit track is rebuilt and the equipment display moved. Museum makes historic first passenger run on the SD&A to HiPass, including Bar-B-Q dinner and entertainment. Bob Babcock donates Porter switcher previously leased to the Museum. New LIFE Members; Margaret C. Barksdale; George W. Medlin; Keith Gaeth; Ralph Oxhandler; E.H. Doak; Hal Tibbetts; Anna Marnell; A.L. O'Toole; and Curtis T. Thompson (#86). Railfan of the Year is David DiGiorgio.

1989: First Passenger train to Jacumba in 51 years, including a Bar-B-Q put on by the local Kiwanis. Special membership meetings initiated in Cerritos for Los Angeles and Orange County members. Long-time Museum member and former Trustee, Jack Stodelle,

Decade...

donates his half-ownership in two Pullman cars, the Mexicali Rose and the Maria Elena. The other half is purchased from Jack's partner for $5,000.00, each. Also donated, a 45-ton Whitcomb Class DE-278 diesel switcher from the Port of Long Beach, and a 40-ton Baldwin-Lima-Hamilton SH2300 diesel switcher from Atlantic Richfield. The Campo Depot parking lot is completely reworked, including the addition of several hundred cubic yards of decomposed granite. Oiling the entire area follows soon after. Wanda and Skeeter Hollenbach, friends of Norm Hill, donate $3,500.00, for the purchase of an ATSF 'Shack'. Final purchase agreement is made for an RPO car in Houston, Texas, for $7,500.00, an acquisition made possible by a $10,000.00, donation from Herb Kehr, a retired railway postal clerk. Word is received that the California State Parks and Recreation Department has granted $100,000.00, to SDRM to help improve visitor facilities at Campo. The Museum's Research Library finds a new home, a former kindergarten building at John Muir Elementary School in San Diego. Members repaint the inside, and the City of San Diego Parks and Recreation people "loan" us about $35,000.00, worth of library-type shelving from the Naval Hospital Library building. Campo depot gets a long-overdue painting by members. New LIFE Member; Lewis Wolfgang.

As of December 1, 1989, the Museum's business office was moved to a new location. The new address is:

2870 Fourth Avenue
Suite C
San Diego, CA 92103

The new phone number is (619) 291-9220.

SIGHTSEEING CARS ARTICLE CORRECTIONS

By Bill Schneider

In the last issue of the 'Report' our story on the Museum's two ex-military hospital cars contained two typographical errors.

In one paragraph, car #89429 was incorrectly referred to as #89426 (which also still exists and is owned by the Gold Coast Railroad Museum in Miami, Florida).

The references to "Bomb Scare" trains should have read "Bomb Score". The author promises to improve his penmanship in the future (and the editor promises to learn how to read.

Also, SDRM member, Tom Cheesborough, a Floridian, gave a copy of that 'Report' to Don Nichols of the Gold Coast Railroad Museum, which Tom also belongs to. Don has done much restoration work and research on several other cars from the same series and lot as our two, and is sending us additional material on them, which we'll pass on in a future issue of the 'Report'.

Don informed us that Bomb Score trains included radar-scoring flatcars, and were used to score the accuracy of B-52 bombers in hitting designated target coordinates with practice bombs in the 1960s. The trains were not used as targets themselves! The Air Force operated four of these ten-or-eleven-car trains, and our two cars were used on them.

A list of the cars used on the Minuteman Missile test train shows that the only ex-hospital cars on that train were from the 1951-built series plus #89463 and #89466 from our cars' 1945-built series. Not ours.

Watch these pages for further updates!



Hal Clements and cameraman Ben Cutshall of San Diego's TV Channel Eight renew boyhood memories climbing around on the Museum's MRS1 locomotive at Jacumba during the Bar-B-Q trip in November.

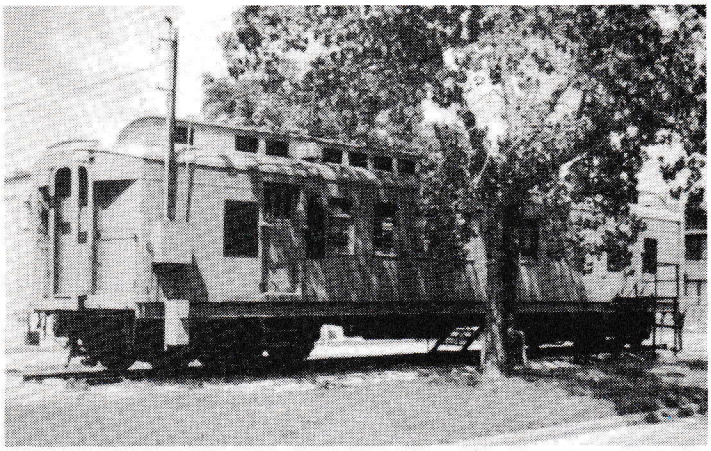


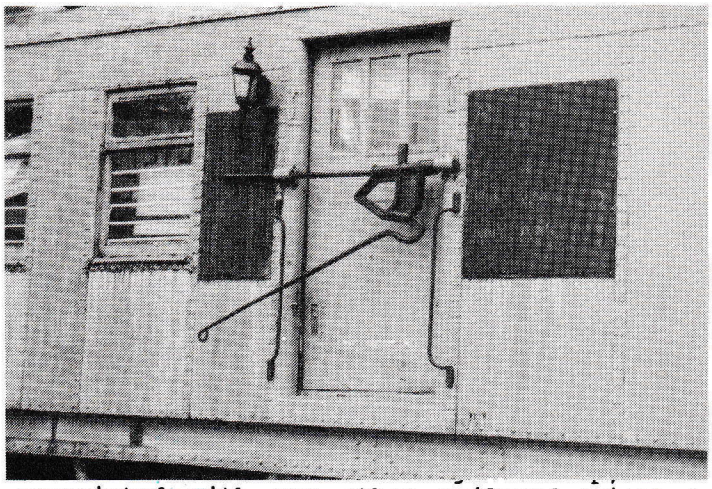
Hal Clements learns all about railroading from Brakeman Phil Heil on the vestibule of #1509.

Photos-S.Fitch

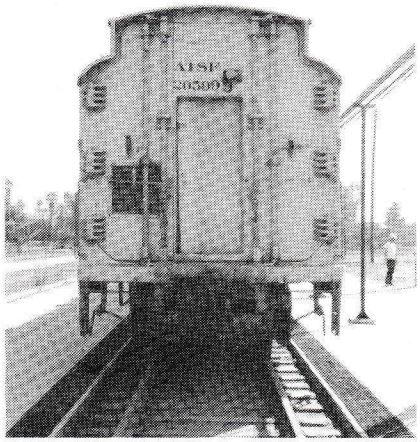
RECENT ACQUISITIONS

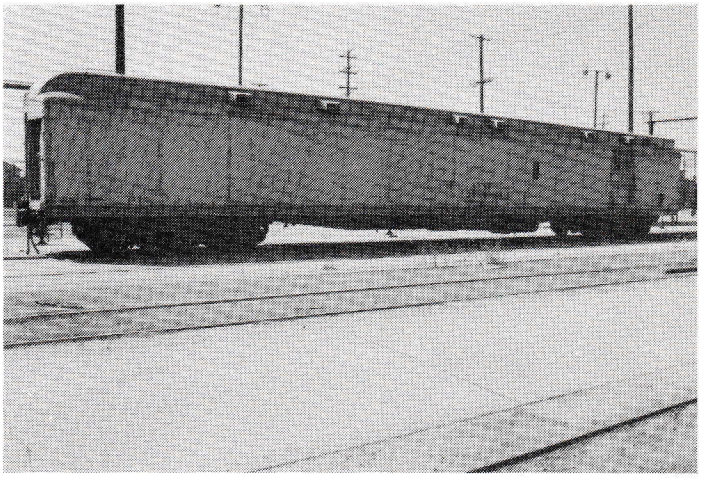
Photos by Barney Barnier





Two views of our newly-acquired RPO car sitting peacefully under a shade tree in Houston, Texas, waiting to be moved to its new home in Campo. The move is tentatively planned for February or March. The car has associated with any other railroad-oriented activity. It was originally purchased from a scrapper, and contains most of the postal equipment, racks, sorting bins, etc.





Horse-Baggage car, recently donated by Santa Fe Railway. Note the end doors for moving horses in and out of the car. It was used for moving race horses from one race track to another and was usually with passenger cars. It is approximately 83 feet in length



Our Museum's oldest car, ex-R&S combine #3, ex-D&R coach #10, had the name of its builder and first owner repainted on its letterboards by its new owner, 20th Century-Fox, for the filming of Centennial Summer, in 1964.
Photo-20th Century-Fox Collection, Theatre Arts Library, UCLA. All Rights Reserved.



SDRM's special passenger train to Jacumba in November crosses the Campo Creek Viaduct on its way back to Campo.

The steel bridge, built in the 19-teens, is about 180 feet above Highway 94. Photo-S.Fitch

SAN DIEGO RAILROAD MUSEUM

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