

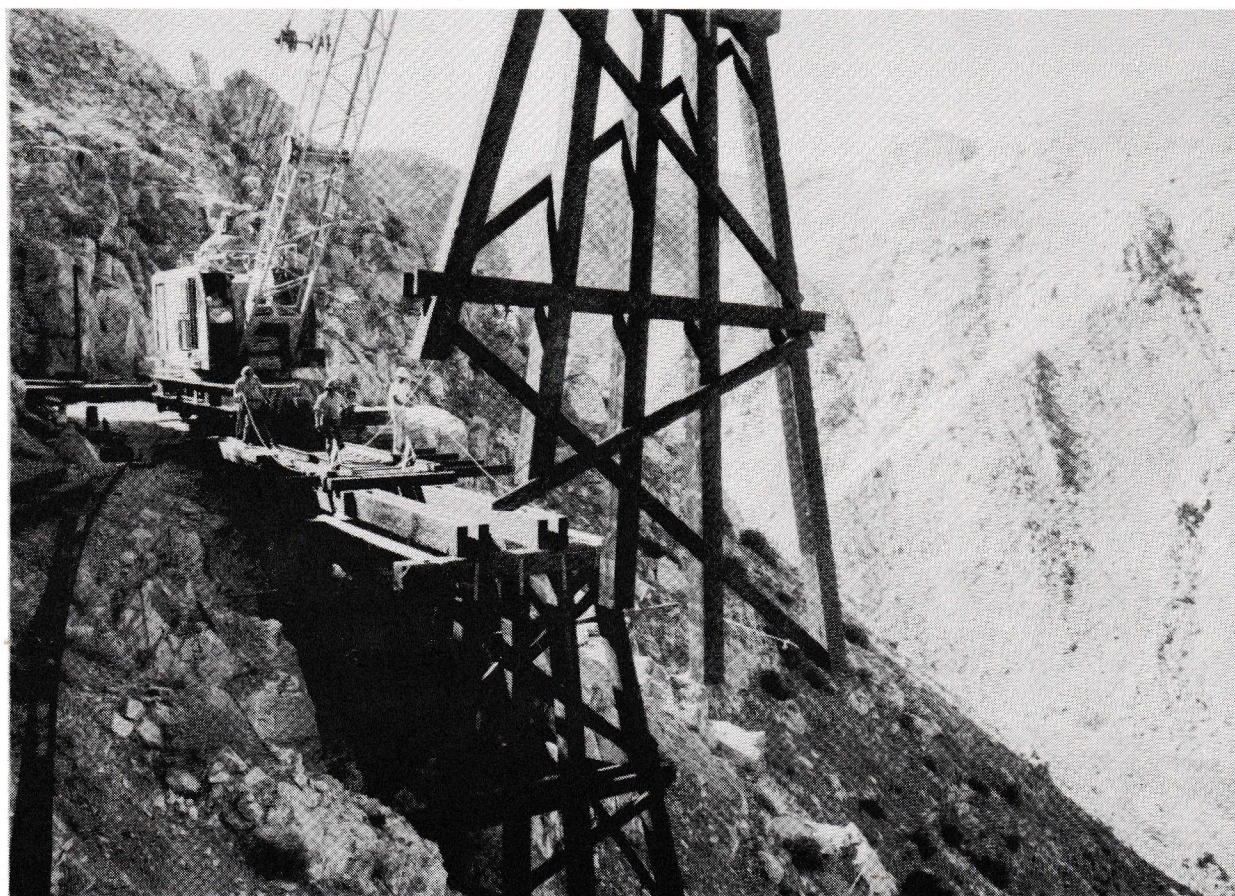


JAN-FEB 1990

REPORT

NO. 221

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



Just a teaser for now, but with the recent repair work done in the Gorge by Wally Barber, it is looking like we might be a step closer to the realization of our dream to run tourist trains through Carrizo Gorge. Pages 7 and 8 of this issue are photos by Wally Barber of the work he and his crew did to repair trestles that burned on June 18, 1983. Both trestles were just north of tunnel #6. Wally rebuilt the first one, at milepost 98.42, and filled in the second at milepost

98.46 by blasting rock and dirt from the adjacent cliff, filling it up to grade, thus eliminating the need for a replacement trestle. The photo page contains no captions, just some good shots of the work being done and some Museum rolling stock being put to good use. The locomotive is our #1809, and of course our self-propelled crane. Also used were locomotive #7485 (you remember the "Ant" from Great Freight fame), a tank car and several other pieces of equipment.

...from Our Executive Director...

WHO NEEDS VOLUNTEERS?

What is a "Volunteer"? This question has as many answers as people one can ask it of. For our purposes, the "Volunteer" is the lifeblood of our Museum. We came from just a few dedicated railfans to a large group of volunteers in the last 27 years. And now, we come to realize, that as we grow we must encourage more of our loyal members to help us find more volunteers. When I see a volunteer working in the blazing sun, sweat running down a tired face, or bundled up against the freezing wind just to accomplish a job for the Museum, and a visitor asks me "why"? I always tell them the same thing. "For the love of it." I know that we couldn't pay people and ask of them, what we get from volunteers, and I am forever grateful for the people we have. They are a tireless bunch, and they are their own hard taskmasters, but they need help. Now I know every one of our members can't come to Campo and work. And I know there are many reasons for this, but remember we need all of you. As a member, you Volunteer your membership fees to help operate the Museum. Please remember to renew your membership, and the next time you have a free Saturday or Sunday bring a friend or neighbor to Campo for a train ride and tour. They will have a good time, and who knows, we may even get another Volunteer. YOU are our best recruiter and we need you. To all of you Volunteers out there, thank you for all you have done, and I hope to see you soon.

Recent Appointments and Other Stuff

The Museum's Executive Director, **Barney Barnier**, has recently announced several new appointments. **Charles Alban** has been appointed Superintendent, Museum Services, and **Rich Borstadt** as Superintendent, Exhibits and Programs. These two positions were created to replace the Superintendent of Public Benefit, recently held by **Scott Thompson**. Scott felt his new job in Palm Springs would not allow him time enough for the proper execution of his position, and Barney accepted his resignation with regret, and most sincere thanks for the tremendous job he has done for our Museum.

In addition, Barney has appointed **Mike Reneau** to the position of Assistant Superintendent of Operations, to assist **David DiGiorgio** with the responsibilities of that department. **John Mercer** has been moved up to Chief Dispatcher and **Denby Jones** is now Yardmaster.

The TrailerTrain Corporation has agreed to donate TWO 75-foot trailer flatcars to our Museum. These cars will be moved to Fresno and we will load our new Santa Fe turntable on these two cars for transport to Campo.

Mr. Dick Engle Vice-president and General Manager of the San Diego & Imperial Valley Railway announced that the SD&IV will donate the North Western Pacific 3-dome tank car that they have been using for diesel fuel storage, to our Museum as soon as the SD&IV relocates to San Ysidro.

SANBORNS TO RETIRE

The following is a letter received by Staff from **Don** and **Maxine Sanborn**.

It is with deepest regret that Maxine and I have decided to retire no later than May 1, 1990. The primary reason being, my ongoing Ischemic Heart Disease. As most of you know we have purchased a home in Arizona for that purpose. Maxine feels (and I agree) that it will be nice to enjoy a few years of "R&R".

We plan to remain active in the Museum and will be at Campo to visit and help from time to time. It has been a satisfying challenge for us to have had the chance to fill the positions of Campo Manager and Gift Shop Manager and Buyer and we shall truly miss the very good friends we have had the chance to work with.

I plan to continue to spend June thru September at The California Western at Fort Bragg for as many seasons as the Good Lord will allow, so come on up if you can. Once again we thank each and everyone of you for allowing us to be a part of the Museum and the San Diego and Arizona Railway.

God Bless and Happy Trails

Don and Maxine Sanborn

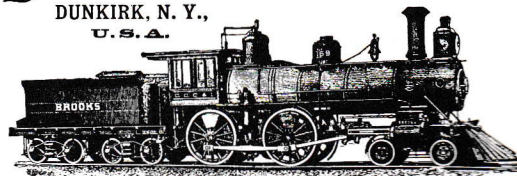
P.S. A few added thoughts. Please help Barney in any way you can to see that the Gift Shop continues to thrive and grow. Maxine has worked really hard to bring it along and she will feel badly if that growth does not maintain a steady increase.

I suppose I could say a lot of things about the Museums future, the thoughts foremost in my mind are the need to finish the car shop siding, all the electrical projects, additional rail to be built, the \$100,000.00 State grant to upgrade the Depot and restroom area and landscaping (first impressions are important).

EDWARD NICHOLS, President T. M. HEQUEMBOURG, Secy. D. RUSSELL, Superintendent.
M. L. HINMAN, Vice-Prest. and Treas. R. J. GROSS, Agent. H. TANDY, Assistant Supt.

BROOKS LOCOMOTIVE WORKS

DUNKIRK, N. Y.,
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DESIGNERS AND BUILDERS OF ALL CLASSES OF

LOCOMOTIVE ENGINES

FOR ANY REQUIRED SERVICE.

We Guarantee the Perfect Interchangeability of all Like Parts of our Locomotives of same Class and Pattern.

PAINT CHIPPIN'

by Norm Hill

The Restoration workers have been very busy lately working on a variety of our Museum's railroad equipment. We have been working on two passenger cars, two cabooses, and one wood refrigerator car.

SANTA FE LIBRARY BUFFET, #1303: Work on this former Santa Fe Railroad car continues at a nice pace. Recent work includes; installation of brand new metal interior and exterior window sills - special credit goes to **Dick McIntyre** who fabricated the interior sills. **Charles Alban**, **Bill Barbour**, **Jim Hamill**, **Bob Haney**, and myself (**Norm Hill**) all worked on the window sill project. **Jim Hamill** did some super "hunting" by finding rivets that are the same size as the original ones.

Sixteen new windows have been custom-built by **Pat Dugan**. **Ted Kornweibel** prepared (and donated) all the window stops in his home woodworking shop. These windows have been glazed and will soon be painted and installed in the car.

The car's clerestory windows were also built by **Pat Dugan**. **Ted Kornweibel** located and installed "wire glass" in these windows. **Ted** also donated the cost of this special glass.

More exterior metal work was done by **Dick McIntyre**. He really is doing some excellent repairs along the bottom sides of the car.

This car will become our first handicap equipped restroom and snack bar car. The lounge area will be a lot like the Santa Fe #1509. We hope to have it on our Tourist consist this year.

UNION PACIFIC CABOOSE #25247: Our first "Tourist Use" caboose continues to be improved, thanks to our very dedicated workers. New cupola area storage doors have been installed. The toilet and hall closet doors are reinstalled. One wall of the toilet has been recovered with plywood. Almost all of the major interior woodworking has been completed. **Ted Kornweibel**, **Frank Stites** and **Stu U'ren** have produced a miracle inside this car. The door and door lock was repaired by **Dick McIntyre**.

Paint prep has started. **Ken Faller**, **Steve Norris** and myself have sanded the front room of the caboose walls and ceiling. This car is really going to be fun for the public to ride and enjoy someday soon.

C&O CABOOSE: This car was painted by **Trona Painting Company**. **Charles Alban**, **John Gracey**, **Paul Westover** and myself cleaned all the car's windows and did a super clean-up job on the shack's interior.

EGEX REEFER: Weather, rain, very cold, etc., has slowed down work on this car (but not stopped it). **Ken Faller**, **Steve Norris**, **Bill Barbour** and myself continue to strip paint and work on the car's second side.

OPERATIONS - 1989

by Rene' Scheuerman

1989 was another record-setting year with 21,728 passengers on SD&A rails, an increase of 18.8% over the ridership of 1988. Previous years, however, showed increases of as much as 40%, which may indicate that ridership is approaching a plateau and SDRM is in need of increased advertising (present advertising consists of 4"x8-1/2" cards in Certified racks all over the county, and our new billboard on I-8 East). This task has fallen to new Trustee, **Henry J. DeVries** (of **Roni Hicks and Associates**), who has set up a committee of professionals and museum members to deal with this problem.

Gross revenue for 1989 was approximately \$109,000, excluding the Jacumba trips, but it is felt that Operations generates much more interest through features on Channels 8 and 10, Cox Cable, and radio stations such as KSDO, KVXY, and KIFM, and in so doing, encourages the public to make the trip to Campo, informs them of our varied activities, and develops interest in joining, making donations, or advocating our interest in future acquisitions.

Credit should be given to Supervisor of Operations **David DiGiorgio**, Assistant Supervisor (and Carman) **Michael Reneau**, Chief Dispatcher **John Mercer**, and Crew Caller (and new Trustee) **George Boggs**. Kudos also to our 33 active, Operating crew members, and our 10 trainees, especially to **Tim Floersch**, **Randy Gibson**, **Robin Becker**, **Galen Dyreng**, **Maury Fennell**, **Jack O'Lexey**, **Fred Perry**, and **Dave Slater**, all of whom volunteered an exceptional number of days at Campo to keep 'em rolling. Thanks also to **Mike Retz** and his Train Attendants, who not only keep the passengers informed, but help to ensure safe conduct so no one is injured. We should all be goodwill ambassadors for PSRMA/SDRM, and Mike's troops are on the front line.

There would be no trains to run without **Norm Hill** and the Paint Chippers, and **Geoff Scheuerman**, **Jim Callahan**, **Doug Mick** and the Wrench Turners, who are all doing a first class job. Thanks also to Facilities, and Acquisitions, as well as all the other unsung heroes who, by working together, make SDRM the premiere operating railroad museum in Southern California, and before the end of the decade, the best operating museum west of the Rockies.

TOURIST CAR #350: More work has been going on with our former hospital cars. **Dick McIntyre**, **Paul Bortell**, **Jim Hamill** and **Charles Alban** have built and installed a new window sill. This car will be our first "open-air" tourist car. **Charles** has removed old tar from the car's ceiling. **Paul** removed some old floor concrete and subfloor plywood.

TOURIST CAR #351: **Dick McIntyre** and **Paul Bortell** boarded up the car's windows. **Paul** also removed some floor cement and plywood.

ARMY, NAVY, AIR FORCE, MARINE CORPS

44-Tonner Served Them All!!!

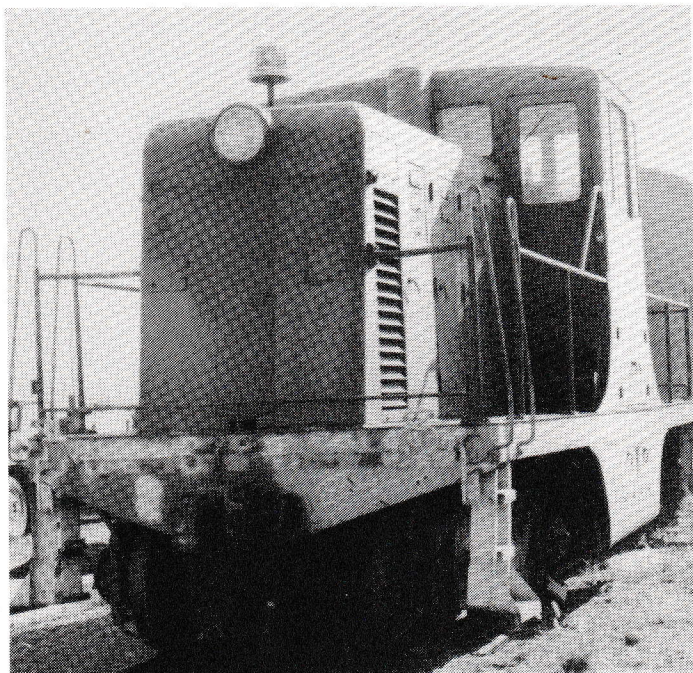
by Bill Schneider

The newest member of our motive power team should be right at home in a railway museum that prides itself on the unusual and unique, as it is probably the only locomotive in the nation that served with all four branches of our armed forces, plus a civilian government contractor.

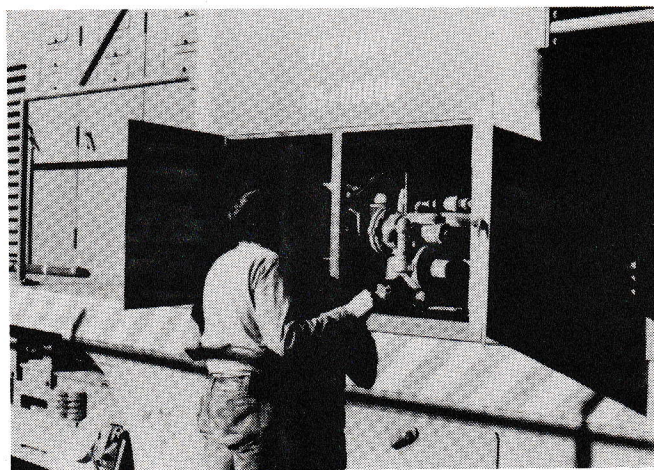
The engine is ex-U.S. Navy #65-00608, a 44-ton General Electric centercab diesel-electric "Railroad Switcher", obtained for our museum by **Bill Niedrich**, on December 22, 1989 for only \$1,000.00. What a Christmas present! It means our Museum now has both 44-ton and 45-ton GE centercabs in its collection, very uncommon. The characteristics of both, and their similarities and differences are noted in a separate story.

Our 44-ton engine was built as manufacturer's serial #15118 at the General Electric plant in Schenectady, New York, and was completed February 26, 1942, less than three months after America's entry into World War II. It was purchased for \$65,000.00, by the U.S. Government and sent to the Iowa Ordnance Plant at Dayman, Iowa. It was painted gray, numbered #10-44, and lettered "Day & Zimmerman, the name of the plant's operators.

After the war #10-44 was sent to the U.S. Army's San Bernardino Air Depot in California, presumably painted black, and renumbered USA #7508. When the U.S. Air Force



Ex-U.S. Navy #65-00608, the Museum's new GE-built 44-tonner. Note the front sandfills, side radiator shutters, hood doors opening toward the ends, and buttonhole vents which identify it as a Phase 1c. photo-W.Niedrich



Geoff Scheuerman, who heads the Museum's Mechanical Department and works for the SD&IV Railway, checks out our newest engine. The Navy number painted right on the cab's green paint, and absence of any "overpainting" of its Marine Corps number, indicates the engine was repainted after its transfer to the Navy in 1972. Is it Marine Green or Seabee Green??? photo-W.Schneider

became a separate service, the depot became Norton Air Force Base and USA #7508 became USAF #7508, probably in Air Force blue.

In the 1960s the locomotive was sent to the U.S. Marine Corps Base at Camp Pendleton in northern San Diego County, where it was painted Marine green and renumbered USMC #250894. It operated under the Traffic Management Office (TMO) of the Base Battalion, and its engineers were civilians **Leland Conway** of Vista, and later **Vernon Miller** of Oceanside. On August 5, 1970, it had a hydro inspection and other maintenance work at the U.S. Naval Station in San Diego.

After being replaced by an 85-ton diesel in 1972, USMC #250894 was transferred to the U.S. Naval Station at 32nd Street in San Diego, where it was assigned to the Public Works Center. It may have been repainted Marine (or Seabee) green, its present very faded color. It was renumbered USN #65-00608, and "Public Works Center" was painted on the sides of one of its hoods. It was in use until 1985, when it became inactive due to cracked heads on two of its cylinders.

In 1988, ex-Museum Trustee **Bill Niedrich** (who was busy helping plan the SD Harborfront trolley line) advised that this engine was available to us. When the Museum had not acquired it by mid-1989, Bill pursued it himself, negotiated, handled the paperwork, and obtained it for our Museum for \$1,000.00, on December 22. It was moved to the SD&IV yard in San Diego and then to San Ysidro, where **Mike Reading** and **Geoff Scheuerman** are working on it.

Question: Once moved to Campo, to what appearance will this versatile veteran be restored??? That could pose a problem and cause arguments, so here's a suggestion to honor and publicize the engine, our Museum, the Pacific Southwest, our Country, and all of our nation's armed forces:

more 44-Tonner

1. Assign the engine to our SD&A demonstration railroad, as was done with #1809, noting that the SP operated a similar engine on the SD&AE in San Diego years ago;

2. Designate it #7508, its first armed forces number, which will also help relate it to our ex-Army 45-ton GE centercab, #7485;

3. Paint it in a specially-designed red, white and blue style with stars and stripes, similar to the many bicentennial schemes of 1976;

4. Affix a montage of the emblems of the Army, Navy, Air Force and Marine Corps on both sides of the cab.

Such an appearance would certainly call attention to the engine, and would be appropriate because of its 48 years of patriotic government service, 44 of them with our armed forces in Southern California. It would also be as historically accurate as possible, avoid inter-service rivalry, and should satisfy both Museum purists and tourist railroaders. We might even run a contest for the best design scheme!

Our thanks to Museum member **Allen Copeland** and **Dan Dover**,* for the detailed information in their roster article "GE 44-Tonners" in issue #51 (March/April 1975) of the locomotive newsmagazine Extra 2200 South, published by Don Dover.* Additional thanks to Allen, Bill, Vernon Miller and Leland Conway for other information on this engine.

Lt.Col. Bill Niedrich, USA(Ret) from Maj. Bill Schneider, USMCR(Ret) for getting us another unique, useful, and super piece of railroad equipment at minimal cost.

THANKS, BILL!!!

* DON Dover is the publisher/editor.
DAN Dover helped compile the roster.

Editor's Note: Bill Schneider's suggestion of a color scheme sounds terrific to me, but other members may have other ideas. If you do, please take a few minutes to put them on paper and send them to me. Please address all responses to me at home so our Office Manager, **Bobbie Ringersma**, doesn't have the extra mail to handle and forward to me. My home address is:

Harry Doering
'Report' Editor
8580 Mellmanor Drive
La Mesa, CA 92042

MIDDLETOWN CAR WORKS
Railroad Freight Cars
OF EVERY DESCRIPTION
MIDDLETOWN, - - - PA.

GE CENTERCABS COMPARED

by Bill Schneider

The recent acquisition of a 44-tonner means that our Museum now owns both 44-ton and 45-ton GE centercab diesel-electric switch engines, types that are often mis-identified or mistaken for each other. Despite some similarities, **THEY ARE NOT THE SAME!** They differ in purpose, design, size, power, and name. The following comparisons between our #7485 and #65-00608 (ex-#7508) should help our members understand and better explain these differences to our visitors.

By an amazing coincidence, both engines initially went to ordnance plants and then were sent to Army Air Corps facilities which became Air Force bases.

In the late 1930s, diesel-electric locomotives began to replace steam locomotives, particularly in switching duties. The railroads sought to save money on labor costs by claiming that firemen were not needed in diesels. The union brotherhoods claimed that they were still needed for safety reasons. A compromise was reached, and in 1937 the "90,000-pound rule" went into effect. This permitted one-man operation of locomotives of less than 90,000 pounds (45 tons) on common carrier railroads. Engines of 45 tons or more still required a two-man crew. Industrial railroads (including military) were exempt from this rule.

Naturally, the common carrier railroads wanted switchers under 45 tons, and the 44-ton type, designed for their needs, became known as Railroad Switchers, while the 45-ton types were referred to as Industrial Switchers, along with other larger ones. Class I railroads owned 239 44-ton GE centercabs, and only 17 of the larger models.

But "designated weight" (which was not always an engine's real weight, with some 44-tonners actually weighing 45 or more tons) was not the only difference. The concepts were different, with the 44-tonners having higher horsepower, greater speed, larger size, and a traction motor on each axle (4), while the 45-tonners had faster rpm, more power, and traction motors on only two axles, but transmitted power to the other two either by the use of side rods or by chain-drive. Industrial switchers were usually used in yards and plant areas, and were not normally used for sustained periods of hard pulling, as the Railroad switchers were often called on for. GE also used double-reduction gearing which allows smaller traction motors and smaller wheels, with greater cost savings.

These centercab diesel-electric engines are sometimes incorrectly called "steeplecabs", which is a term used to identify electric locomotives with sloping or rounded hoods. Ours are Centercabs.

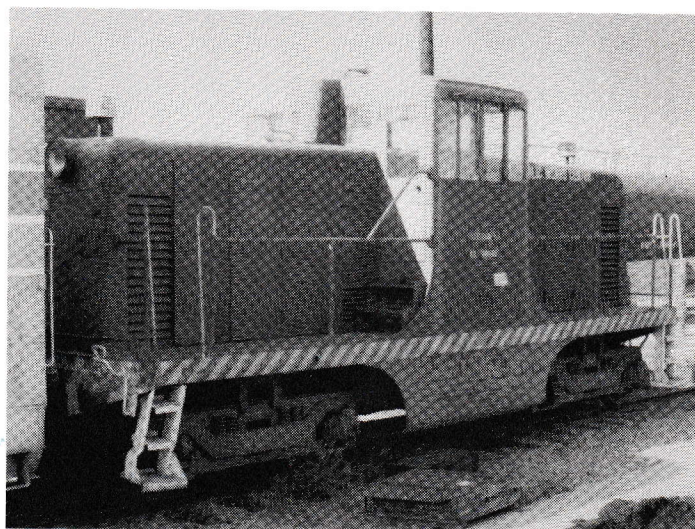
Above information compiled from several sources. Special acknowledgement to author/publisher Don Dover for his

more 'Compared'

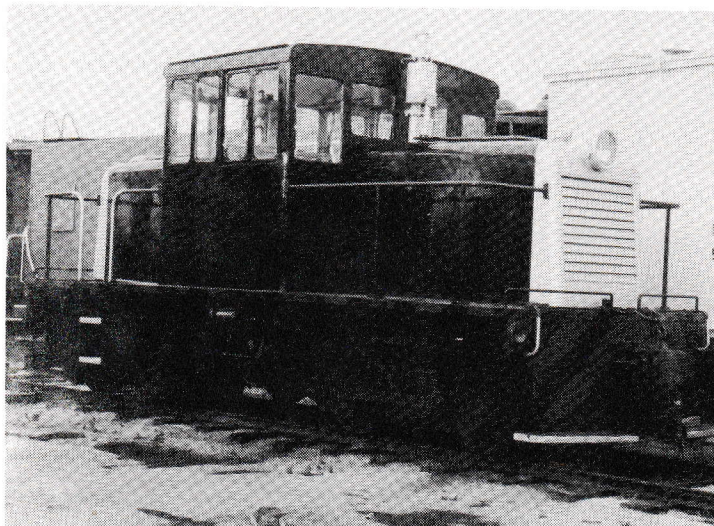
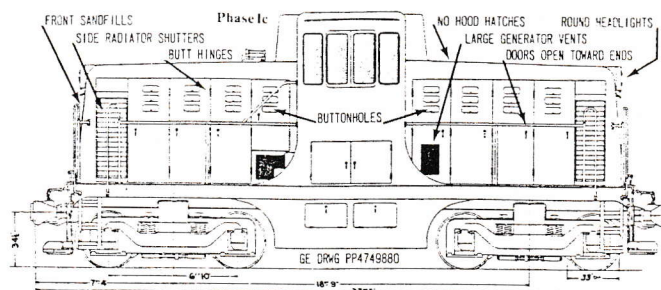
study/specs in Extra 2200 South, Issue #51 (Mar/Apr 1975), 10890 Lemarie Drive, Cincinnati, OH 45241. We also thank Dan Dover, Allen Copeland, and Bill Niedrich for their assistance.

OUR GE CENTERCAB FOUR-AXLE SWITCHERS

	U.S. Navy #65-00608	U.S. Army #7485
Type	Railroad Switcher	Industrial Switcher
Weight	44 Tons	45 Tons
Spec/Phase	RY24147 / Ic	RY24148 / I
Length	33' 5"	28' 4"
Dist. Trk Ctrs	18' 9"	14' 3-1/2"
Height	13' 3"	12' 0"
Width	9' 6"	9' 6"
Engines	2-Cat. D17000 V8	2-Cummins HBI
HP/RPM	380/1,000	300/1,800
Generators	2-GT555A1	2-GT1503
Traction Mtrs	4-GE733	2-GE733 + siderods
Gear Ratio	11.25:1 2-step	19.9:1 2-step
Top Speed	35 mph	20 mph
Fuel Capacity	250 gallons	165 gallons
Completed	26 Feb 1942	1941
Builders No.	15118	Unknown
Orig. Owner	Iowa Ordnance Plant	Plum Brook Ord. Plant
	Dayman, Iowa	Sandusky, Ohio
	Day & Zimmerman	B.B. Badger & Sons
Orig. Number	#10-44	Unknown
Other Numbers	USA/USAF #7508	USAF #7485
	USMC #250894	PSRM #7485
To PSRM/SDRM	Dec 1989	Feb 1973



The above photo of our newest locomotive was taken at the SD&IV yard in San Diego by Bill Niedrich, who obtained it for us. Note the bent ladder at the rear end. The engine is still Marine green. Other than its hood flashers, it appears identical to the drawing below of Phase Ic of Extra 2200 South (March/April 1975), which also contained an article by editor/publisher **Don Dover** on these engines which we used in this issue's feature story, for which we would like to acknowledge and thank him. Photo-W.Niedrich



Above is a photo of the Museum's hard-working #7485 "Ant" engine, currently helping to rebuild the line through Carriso Gorge. It differs slightly from the drawing below in that it has only one ladder per side, no "front porch" railings on its ends, and modified stacks. It was acquired by the PSRMA in 1973. The drawing of GE's 45-ton switcher is also from issue #51 of the locomotive newsmagazine Extra 2200 South, published by **Don Dover**. Photo-W.Schneider

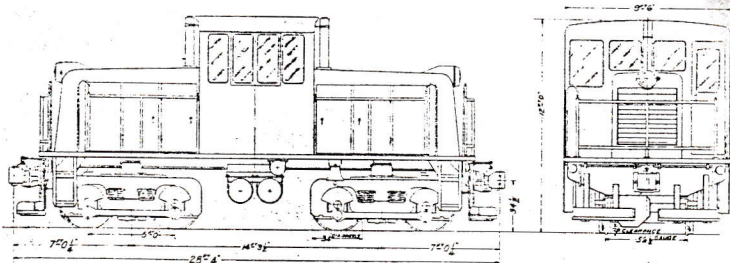
History of San Diego

Railroad Stations Talk

A lecture titled History of Railroad Stations in San Diego County will be given by SDRM member Jim Price, Saturday, March 31, 1990. It will begin at 10:00 AM in the Thornton Theatre Casa de Balboa, Balboa Park, and will last about 2 hours.

Jim recently authored and published the book, Railroad Stations of San Diego County: Then and Now, which covers nearly 20 buildings in our area that are or were railroad depots, and will be showing both historic and contemporary photos of County railroad history. Jim will be available to autograph his book following the talk.

This presentation is part of the Serra Museum Winter Lecture Series.



GETTING INTO TRAINING

by Dick Ruppert
Director of Volunteer Training

Congratulations to Jack O'Lexey, for newly qualifying as diesel engineer. Jack joins new additions to our engineer roster, Tim Floersch and Dave Slater. New on the qualified brakeman list are Fred Perry, Denby Jones, and Lew Wolfgang. Lew and Frank Denison also became qualified speeder operators. A hearty "Well Done"!!!

How Do I Get Started? is a frequent question and the answer is EASY. You can start with on-the-job training as a trainman or tour guide and work with an experienced tour guide while you learn how to interpret our museum and railroads to our visitors. You can begin at Campo (Call Mike Retz (619) 466-8808), or at the La Mesa Depot (Margaret Barksdale (619) 464-0061) or on the Sunday Trolley Specials (Bruce Semelsberger (619) 264-7282).

For more information ask our Office Manager (Bobbie Ringersma (619) 291-9220) to send you Operations Training Program information or call Dick Ruppert (619) 459-2573.

Another way to start is to attend Dick Pennick's New Member Orientation meetings at the Museum's Library Facility (69th and Mohawk, near 70th and El Cajon Blvd.). The meetings are scheduled for the third Wednesday bimonthly beginning at 7:30 PM. The schedule for the next three meetings is March 21st, May 16th and July 18th. If you've been thinking about getting involved, now is the time, and Dick Pennick can help show the way.

The Steam Course taught by Doug Mick continues each month on the Third Saturday, at 9:30 AM in the Crew lounge at Campo. This course really puts you inside the workings of steam locomotives. After the morning session, the class gets practical hands-on work with our steam roster. The cost is \$6 for notebooks. Join any time-your help is needed.

A Brakeman Course covering railroad safety, operating practices, brake operation, railroad rules, whistles, signals and flags, is scheduled for March 24 and April 28. This two-day course, intended for those who have been Trainmen/Tour Guides for six months or more, is being revised by Robin Becker. Send \$10 for text materials to Training at the Museum address. Call Dick Ruppert (619) 459-2573 for more information.

The Trainman Course features some new materials developed by Jerry Gillam, Mike Retz, Sherwin Dorris, Bill Schneider, Rich Borstadt and others. Carol Curry, Jan and Jim Welch (driving down from Desert Hot Springs), Keith Mercer (flying in from Texas), Jim Friedlan, Bill Donovan, Lew Wolfgang, Doug Frazier, and Karen Schouts were among those in the course. Charles Alban, Bruce Semelsberger, Maxine and Don Sanborn, Ann and Dick Ruppert, Barney Barnier, Dorcus Utter and others, including Meredith Vezina from the Mountain Empire Historical Society, helped with the teaching.

BUY-A-TIE

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Our Museum's Buy-A-Tie Fund is back on track, so-to-speak. Two of our long-time members have given us four new ties each. A modest beginning perhaps, but a beginning, and that's what counts. Would you like to see your name in print a hundred times??? Buy 100 ties and, if it takes me a month, I'll put your name on a hundred ties on the chart.

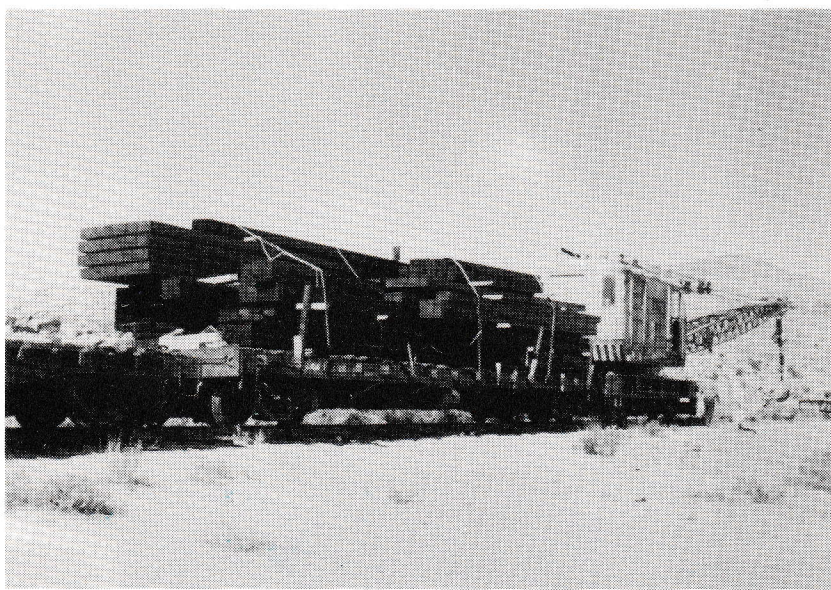
Matching Grants (again)

Issue #218 of this 'Report' carried an article about members who work for companies that will match employee donations to charitable organizations, such as ours, and if you might remember, the specific reference was to Paul Bortell, LIFE Member #48. Paul had donated \$1,000.00, to our Museum, and his employer, American Telephone & Telegraph (AT&T), matched it, with the result being that our Museum received \$2,000.00.

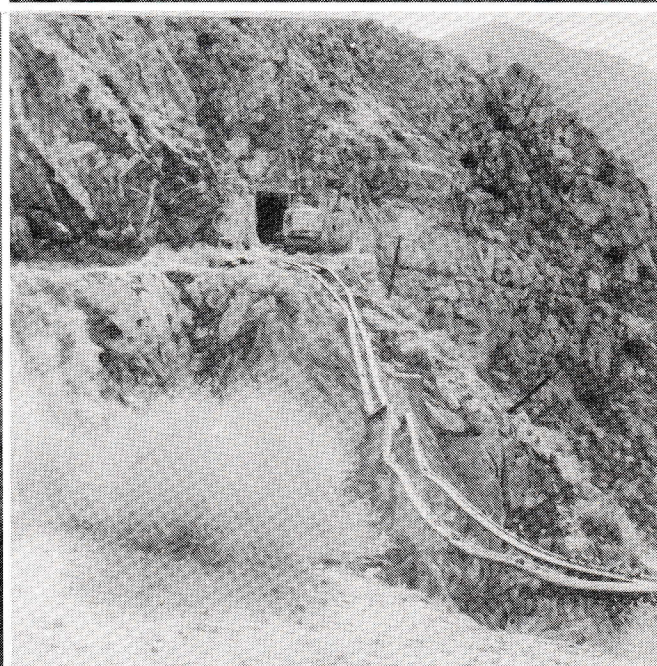
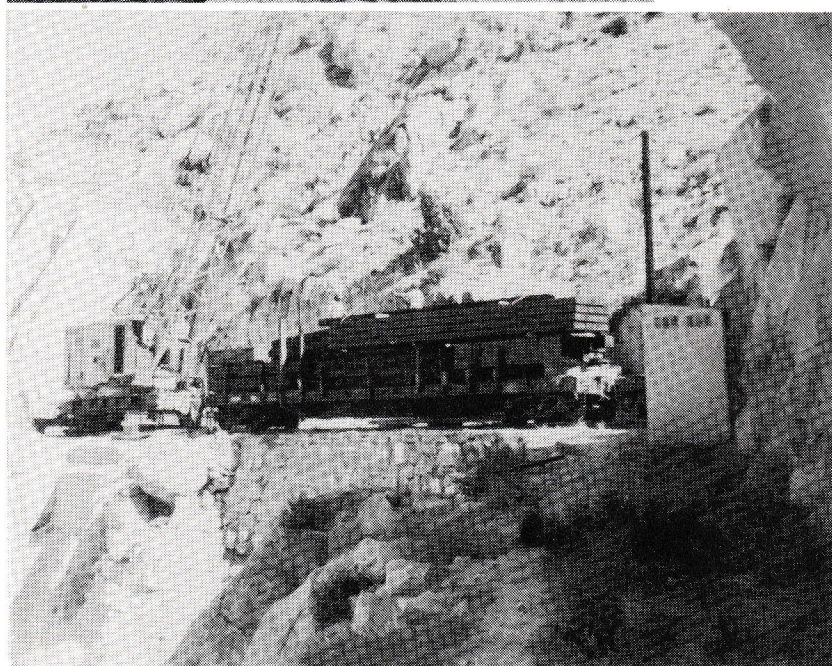
Well, this must have made Paul feel very good, because he has just done it again - another \$1,000.00, from Paul, and another \$1,000.00, matching grant from AT&T.

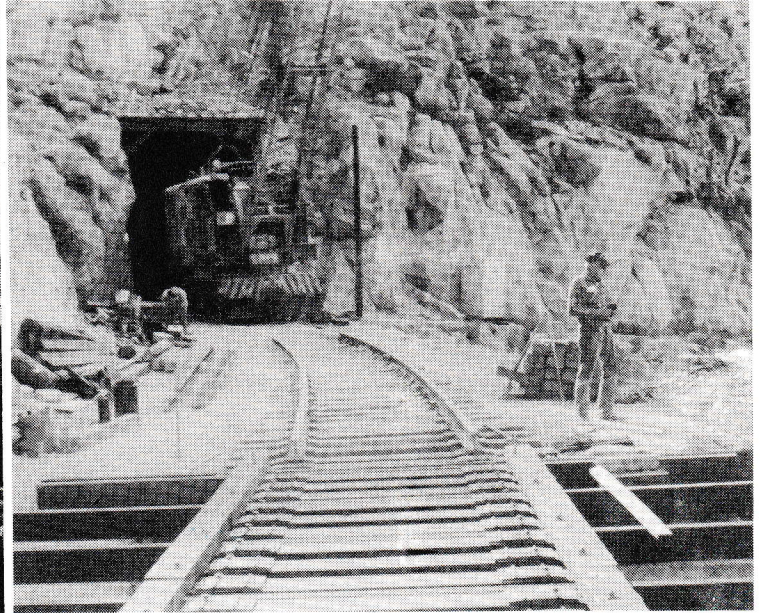
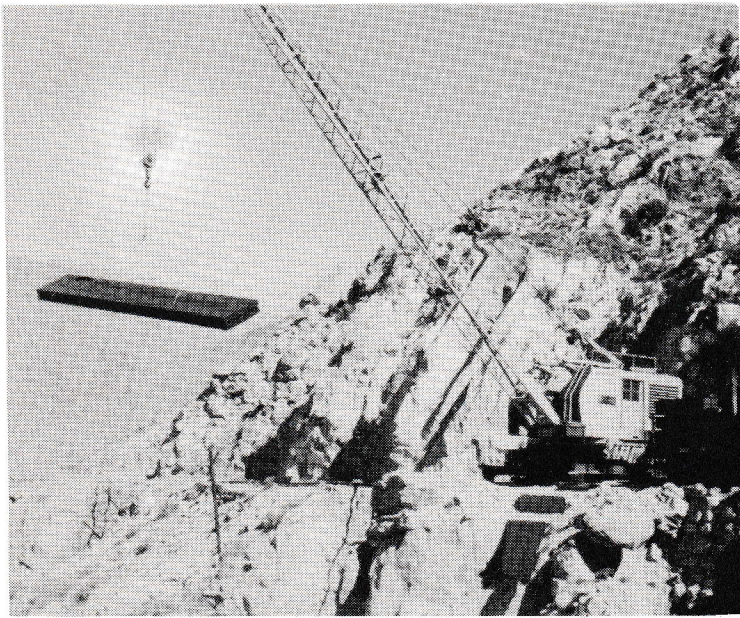
I'm sure that many of you are also employed by companies that have a similar program. General Dynamics, and the Santa Fe Railway are just two that I am aware of, and there are undoubtedly more. Please check with your employer, and if such a program exists in your company, consider making use of it. Staff and Trustees have ambitious plans for our Museum and it is going to take a lot of money as well as hard work to make them happen.

Paul, again from Staff, the Board, many, many thanks.

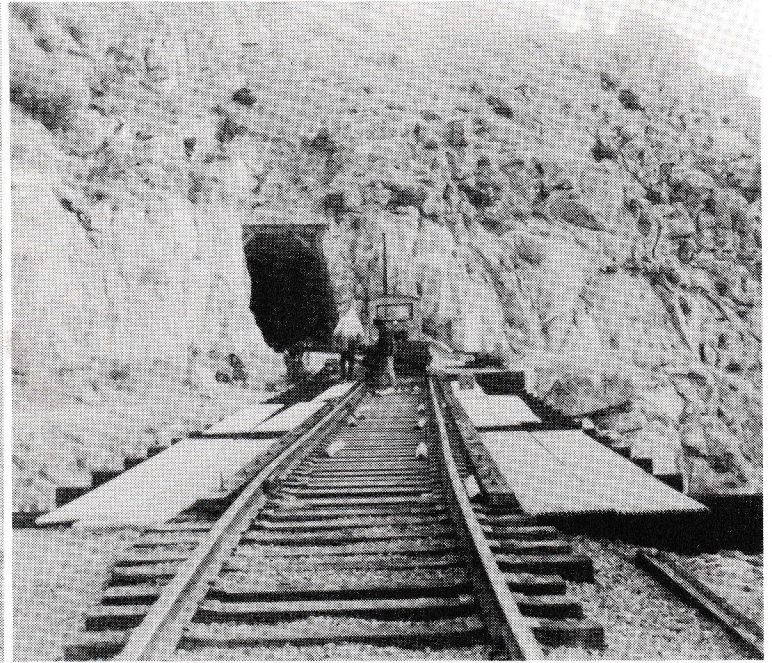
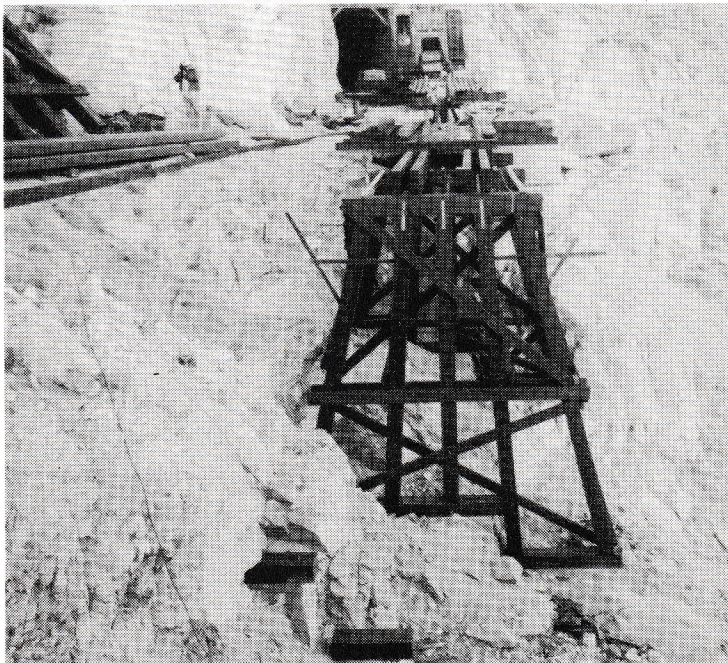
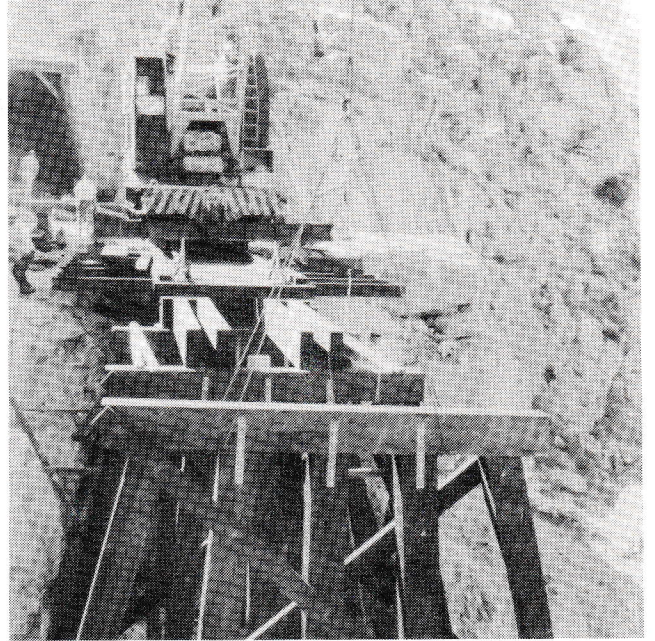


Photos
by
Wally
Barber





Photos
by
Wally
Barber



MAKIN' TRACKS

Presently, during the cooler months, we're concentrating our efforts on preparing equipment and supplies for work out on the line as soon as warm weather arrives.

In the shop at this time we are conducting a minor overhaul and paint job on an A-5 motorcar. **Dale Prescott** has been commissioned to oversee work done on the engine while **Barney Barnier** has had the water pump rebuilt. Helping with wiring is **John Mercer**.

Meanwhile out in the back forty, sorting of all track hardware (bolts, spikes, tie plates, etc.,) is the goal for completion by April. Those of you who have been back there recently will notice the obvious improvements so far with many barrels eliminated and much of the area graded.

I've had a couple members recently express interest in qualifying as speeder operators. The need is great at this time so in April



Dick McIntyre cutting a metal patch for the Chief Manajaka.



James (Pole Bender) Callahan and Stan Paulson discover the results of "Boxite Petroleum" in our Alco locomotive #2098.

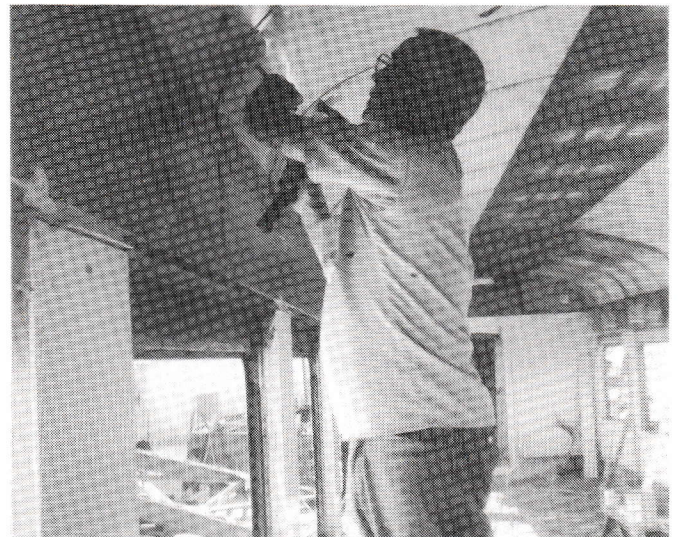
Story & Photos by Jim Rasmussen

and May I'd like to train and qualify them, along with as many others as possible. If you are interested please contact me at home (619) 442-0102 or through the Museum office (619) 291-9220.

The replacement of ties is the paramount concern of this department this summer. Along with that we will also be surfacing much of the line as well as tightening all bolts. Our goals for this summer are ambitious ones and with continuing support from all workers these goals will be realized.

If Maintenance-of-Way and speeder operations are areas of interest to you, please call me and I'll get you on track.

NOTE: To the forty-four members who volunteered on last years work train to Jacumba, please contact me if you are interested in acquiring a copy of the group picture taken at HiPass (appeared on the back cover of the 'Report', Summer Issue #218).



Jim (Dad) Hamill preparing Ex-Airforce car for rebuilding as an open-air coach.



Brett Burrell and Rick Borstadt cutting in ties replacing those burnt during a brush fire around Milepost 64, October, 1989.

EXCURSIONS NEWS

by Ann McVeagh, Excursions Director

The 1990 schedule is shaping up beautifully as the Excursion Committee works on final plans for a great year of traveling. The following trips are set for this year with a few surprises planned:

DATE	TRIP DESCRIPTION	COST MMBR/PUBLIC
March 31	- Puerto Penasco 1-Day	\$45/\$50
April 27 thru May 7	- Copper Canyon	\$925/\$925
September - thru September 22	- Brit-Rail '90	* \$3200/\$3200
September/October	- San Antonio/Mexico City (details later)	
November 4	- Puerto Penasco 1-Day	
November 9 thru November 19	- Copper Canyon	

Watch for brochures in your mailbox for all of these trips. For any information, Call Ann McVeagh (619) 280-4525.

We are working on the Maria Elena and plan to have it repaired and refurbished for some trips in 1990. Look for announcements.

Special thanks go to our committee for their hard work in 1989. Corrine Gallagher, Bill Groya, Sally Anderson, Rita Cloud and Kathy Foote, and all the regular staffers who help so much. Later articles will profile these interesting people. In the meantime, see you at the station - ALL 'BOARD!!!

LA MESA DEPOT MUSEUM

by Margaret Barksdale

The Depot has quite a bit of activity on weekends. This is due to the Trolley, and of course our Trolley Tours on Sundays.

We would like to have some new names added to our list of docents. Call me at 464-0061 if you are interested in helping. It's an enjoyable way to spend a Saturday or Sunday afternoon; you meet a lot of interesting people and learn a lot about our Museum

If you can get by the Depot, notice our steps to the Caboose. A beautiful job done by, of course, Ted Kornweibel. Also take note of the windows wired by none other than our metal magician, Dick McIntyre. What capable hands these men have!

Docents over the past few months:

Julius Acevez	Dan Botkin
Margaret Collins	Dorothy Cotton
Wayne Davis	Jack Ebey
Al Ellis	Bill Evans
Roy Pickering	Eric Sanders
Russ Stockwell	

LIBRARY OPEN

TO RESEARCHERS

by Roy Pickering

Come join us sort through history, Tuesday evenings, 7-10PM, and Saturdays, 10AM to 4PM. We have moved about 1/3 of the items stored in the reefer at the La Mesa Depot. The building at 69th and Mohawk finally looks like a library thanks to the hard work of Bruce Semelsberger, Wayne Davis, Rich Borstadt, Dale Prescott, Bob Underhill, Laura and Kevin Emery, and Roy Pickering

The library we are assembling is a research library. Due to the age and value of most of the items we cannot safely check out items. If anyone wants to do research or just enjoy reading, we are open Tuesday evenings and on Saturdays (see above for hours of operation) or by appointment. Call Roy Pickering at 462-3392 evenings.

The library needs a copy machine desperately, an IBM-compatible printer (laser preferred but dot-matrix will also be appreciated), Dewey Decimal System book, VHS video recorder or player, color TV or monitor, jewelry display case, or anything else that might be usable in a library. If you have something you aren't sure we can use, call Roy first. HELP SUPPORT YOUR LOCAL RAILROAD MUSEUM LIBRARY!!!

NEW MEMBERS WELCOMED

by Dick Pennick

The long-awaited inaugural session of the New Members Welcome and Orientation Meeting was held February 7th at the Museum's new research library facility in the former kindergarten room of John Muir Elementary School, 69th and Mohawk in San Diego. The kickoff meeting was well-received by those present.

New members, joined by Executive Director Barney Barnier and other representatives of the Museum staff, listened as host Dick Pennick guided the members through the intricacies of our Museum, and provided them with many practical hints and a packet of information to help them become active and productive volunteers. The Museum's promotional video was also shown.

The schedule for continuing the bi-monthly Orientation meetings is as follows: Wednesdays, March 21st, May 16th and July 18th. All meetings will be at the Museum's Library building beginning at 7:30 PM.

If you are new to our Museum effort, you are cordially invited to attend these meetings. You will find them informative and well worth your time.

For further information, call our Office Manager, Bobbie Ringersma at 291-9220, weekdays, 10 AM to 4PM.

CAMPO PARKING LOT OILING IS DONATED

by Dick Pennick

The Sim J. Harris Company, a respected name in the asphalt products and underground construction business in San Diego for many years, has donated enough road oil to completely coat not only the parking lot at Campo, but several adjacent access roads as well. The company also included the equipment and labor needed to do the entire job, which was completed November 16th of last year.

The oiling was necessary to reduce the annoying dust problem and to protect the site from erosion damage.

Weather predictability being what it is (or is not) at Campo, it turned cold overnight, chilling the ground and prevented the oil from penetrating the soil as planned. With the Museum's annual Student Appreciation Days just around the corner, Campo site Superintendent Don Sanborn arranged for three truckloads of sand and a sand-slinger at the last minute to soak up the excess oil.

The Museum extends a warm note of appreciation to the Sim J. Harris Company, and to Mr. Richard F. Kipp, Vice-president, for providing this generous gift. The Museum also thanks acting Museum Facilities Superintendent Don Getz for coordinating the many tasks necessary to prepare the site for oiling.

Editors Note: The Museum also thanks Dick Pennick for arranging for this most generous donation in the first place.



GET IN THE P.S.R.M.A. HABIT !

SAN DIEGO RAILROAD MUSEUM

2870 Fourth Avenue, Suite C
San Diego, California 92103



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

TROLLEY RIDES

by Bruce Semelsberger

All aboard for Chollas, Sunshine Gardens, Beverly, Allison and Fort Robinson!

Since last fall, the Museum has operated a historic tour along the San Diego Trolley's east line on Sunday afternoons. Although the tours have not as yet been widely advertised, reception has been enthusiastic. For a six dollar adult fare, participants receive a "day tripper" pass which allows riding all day on trolleys, buses and the Coronado Ferry, PLUS a booklet containing a key map with historical notes about the stations and communities along the route. Included as a bonus are a history of the Cuyamaca railroad, information about the Trolley and a listing of museums and Historical societies in the county.

Interested members may reserve tickets two weeks or more in advance for the six dollar fare by sending a check and a SASE for tickets return, to **Bobbie Ringersma** at the Museum business office, or tickets may be purchased thirty minutes before tour time from the docent (subject to room on board - first-come-first-served).

Tours depart the trolley stop at India and C Streets at 1:04 PM each Sunday and convene in the rear of the last car for the trip to El Cajon and back to the La Mesa Depot, where members are then left to pursue their own interests after a brief look at that facility (remember, trolley tickets are good for the entire day).

Anyone interested in training as docent on this tour is urged to contact me after 6 PM, at 264-7282, or leave a message at the Museum office, 291-9220. Here is an opportunity to meet people, learn more about San Diego and its history, and not have to leave the metropolitan area!

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