MAR-APR 1990

# REPORT

NO. 222

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



FIRST PASSENGER TRAIN IN CARRIZO GORGE SINCE January 11, 1951. Shown here with San Diego & Imperial Valley Railroad GP-20 on the point, this was as far as the train could go because of a curve that was too tight for the cars to 'bend' around. Just ahead is Horseshoe Curve', and a little farther, the burned-out Tunnel #8. Photo-Richard Pennick

## MESSAGE from the DIRECTOR

Plans are now being finalized to begin construction of the Museum's first display building. Phase one will consist of a building 100 feet wide and 180 feet long, with the ability to expand the length to as much as 400 feet as funds become available. This building will be the answer to the question asked by many of our non-member visitors: "Where is the Museum?" This is where you, the member, come in. We need your support now, more than ever before. When we needed ties to lay track, you supported Buy-A-Tie; when we needed money to move the RPO Car, you gave. Now I must "go to the well" again. We need this new building to store and exhibit our growing collection, and reduce the maintenance that weather causes to equipment stored outdoors. So I must ask you to help us with as large a donation as you can, to make this long held dream a reality. Send your donations to the **San Diego Railroad Museum Building Fund**, 2870 - 4th Avenue, Suite C, San Diego, CA 92103. In the next issue of the 'Report' I will have a floor plan for phase I, perhaps even an artist's elevation for you.

## LIBRARY NEWS

**by Roy Pickering**

Thanks to all who helped in the Library this time; **Wayne Davis, Bruce Semelsberger, Laura Emery, Bob Underhill, Rich Borstadt, Randy Houk**, and **Richard Diestel**. Some of the things that have been going on are filing of the Richard V. Dodge slide collection in archival sleeves; organization of the book collection in preparation of cataloging; input of those photos that are cataloged into a database; sorting of magazines; filing of public timetables; filing of the Museum 'Report'; cataloging of the video tape collection; installation of UV filters in the overhead lights; and the installation of a mail box.

The Library now has an address "San Diego Railroad Museum Library", 6840 Mohawk Street, San Diego, CA 92115.

We have found that the Library collection of 'Reports' is missing a few issues (numbers 52, 56, 93 thru 117, and 121. If you have any of these issues please send them to the above Library address or call **Roy Pickering** at 462-3392 evenings.

Some of the things that the Library needs are a large size projection screen, a computer printer (IBM-compatible). Most of all we need cash donations to purchase the many small things that are needed to keep a Library going. Please mark any checks sent that they are for the Library fund.

We are open Tuesday evenings, 7 PM to 10 PM, and Saturdays, 10 AM to 4 PM, so stop by and say hi, or help out.

## NEW MEMBER ORIENTATION

**by Dick Pennick, Host**

New members and prospective members mark your calendars now for the next session of the NEW MEMBER WELCOME & ORIENTATION, at our Research Library in the Muir Elementary School Kindergarten, 69th & Mohawk, San Diego.

The date is WEDNESDAY, May 16th, at 7:30 PM. The Kindergarten building fronts on Mohawk about 100 feet west of 69th. The address is 6840 Mohawk Street. Plenty of on-street parking is available. Sessions end at 9 PM.

If you've been a member of the Museum for 6 months or less and have not yet "taken the plunge" to get active, now's your chance to find out what it's all about and how to join in the fun (if you have been a member for more than 6 months, you are welcome too - come one, come all).

For additional information, call **Bobbie Ringersma**, at the Museum office, 291-9220, between 10 AM and 4 PM, weekdays.

## LA MESA DEPOT NEWS

**by Margaret Barksdale**

In February we had a group called Clark Brothers, a La Jolla Company, pay a visit. The group spent the whole day in 1920 - 1930 period costumes. REALLY GREAT!!! The took photographs in and around the Depot. The Video is called "Heaven Is Not That Far Away" and we are supposed to receive a copy when it is ready.

Another plea for help. Three hours on a Saturday or Sunday. Once a month, twice a month or whatever. We have a few folks that do it once a month faithfully. Please join us. Call me at 464-0061.

Docents for past few months:

**Dan Botkin**
**Dorothy Cotton**
**Jack Ebey**
**Bill Evans**
**George Parish**
**Betty Teaghe**
**Margaret Collins**
**Wayne Davis**
**Al Ellis**
**Bill Niedrich**
**Russ Stockwell**

A special thanks to **Betty Teague** and **Bill Niedrich** for last-minute call for help.

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

# PAINT CHIPPIN'

**by Norm Hill, Head Paint Chipper**

FGEX REEFER: **Steve Norris** and myself continue to work on our Museum's wooden refrigerator car. One half of the car's second side has now been stripped, sanded and primered. All side doors are also stripped. About 75% of the car has now been paint stripped.

SANTA FE 1303: The Museum's heavyweight lounge car continues to be improved. All the new window sills have now been installed. More metal repairs have been done by **Dick McIntyre. Jim Hamill, Paul Bortell, Bob Haney**, and **Charles Alban** have all worked on this car.

U.P. CABOOSE: **TED KORNWEIBEL** and **FRANK STITES** continue to work on the car's interior. The cupola woodwork is now complete. New hall doors are now installed. **Ken Faller, Steve Norris** and myself have begun improving the car's interior woodwork. Several side wall panels have been stripped and sanded.

# MEETING NOTICE

CALIFORNIA SOUTHERN RAILROAD TO BE EXPLORED

The Spring Quarterly Meeting will be held Friday evening, May 11, at the San Diego Gas & Electric auditorium number two, in that company's offices at First and Ash, downtown.

The 7 PM meeting will feature a presentation by the Museum's Assistant Librarian, **Bruce Semelsberger**, on the rise and fall of the California Southern, San Diego's first transcontinental railroad link to the East before the turn of the century.

If you haven't attended a quarterly meeting before, this will be a good one to check out. Along with hearing the main speaker, you can keep abreast of developments and plans for the Museum facilities in La Mesa and at Campo. These include the new exhibits building, our library facility which is now open for business even though still settling into its new home, and the beginnings of the Museum's new Exhibits Lab, for cataloging and preparing the Museum's extensive holdings in small railroad material culture for study and use in exhibits.

There are two brand-new Museum Departments, **Public Benefit** and **Interpretation** for you to find out about. Maybe there is an activity for you, if you have been thinking of becoming an active volunteer helping to move the Museum forward. If you are already active, you may discover some new tasks to challenge and reward you. Here's an opportunity to talk with your Museum officers and make suggestions for its future growth.



Norm Hill and Steve Norris sanding and priming the side of our wooden reefer at Campo during February, 1990.

Photo-J.Rasmussen




Finally got a picture of another recently acquired car, our livestock car, shown here on Museum property at Campo, its new home.

Photo - Bill Neidrich

# A DREAM COME TRUE

Editor's Note: Steve Oualline is the editor of the Museum's Hot Scoop, a monthly newsletter that is sent to all active volunteers (and anyone else that requests). In the latest issue (April 1990) he included an article he wrote telling of his impressions of what he saw at Campo, and later in Carrizo Gorge during the special train ride March 3, 1990, and I felt it was well worth repeating here for the enjoyment of the rest of the Museum's membership.

**A DREAM COME TRUE**

**by Steve Oualline**

I am writing this aboard #254 on the way to the Carrizo Gorge. Most of my museum work is done in San Diego so I'm only able to get out to Campo about every six months or so. If you work at the museum every weekend, you see the small changes, but probably don't realize how they add up to make major improvements.

I noticed the first change as I drove into the parking lot. No dust. The parking lot is paved. No longer will our guests emerge from their cars into a choking cloud of dust to make their way hacking and coughing over to the depot so they can get a breath of fresh air.

The biggest change I noticed was flush toilets. It may sound silly, I judge a place by the quality of the bathrooms. Far too many organizations put the facilities last on their list of things to do. Sooner or later a visitor will have a call of nature and have to go. Being forced to use primitive or dirty facilities can turn a positive experience into a negative one.

As I write this I realize that I have yet to mention anything about trains. Our restoration and operations departments have always done excellent jobs. It's now expected of them. It's a reflection on the museum's maturity that it has taken the time and effort to take care of the non-train items. Our leadership should be commended doing an excellent job of balancing the needs of the train fanatics with the needs of the museum guests.

The carbarn has a new floor. There are more cars in the yard. Aboard the Carrizo Gorge I notice a major change. It used to be just an unrestored railroad car, dusty and dirty. The parlor has been transformed into an exhibit hall complete with artifacts, pictures and other things depicting the history of this grand old car. It still needs a lot of work, but our visitors can now appreciate how it once was.

Barney has already told you how this trip came about. Dick Engle called us and expected us to perform miracles. This reflects positively on the operations and maintenance departments. The museum would not have been called if it didn't have an excellent reputation for reliable and safe operations.



Steve Oualline, typewriter in lap, telling about his 'Dream Come True. Roy Pickering is also enjoying the ride. A trestle between tunnels #5 and #6 is seen in the background.
Photo-Steven Fitch

It is noon now. We have stopped in Jacumba for lunch. It has been a nice trip. The car is filled wtih people who work for the museum and I've had a chance to talk with some of the people I've written about in the Hot Scoop.

They are uncoupling one of the engines. It will follow us down the gorge, then couple on and pull us back to Jacumba.

It's about 1:45 and we just reached the gorge. It is a deep valley. Rocks line it's steep sides. The tracks run along the side and you can get a spectacular view by looking out the window over the sharp drop below.

We've just gone through a tunnel and come to a stop just in front of one of the trestles which Wally Barber has just rebuilt. There is a short ribbon cutting ceremony and we are on our way again.

It's about 2:00 and we've stopped. This is as far as we can go, the 1509 Cafe car is pinching the guard car. The curve is just too tight to go on. It is about a 1/2 mile from the entrance to tunnel #8. We were supposed to go all the way to the entrance, but the equipment won't make it.

I walk down the tracks. They wind around the mountain and across a small valley. Behind me I can see a large round hole in the mountain. This is the east end of tunnel #7. The west end was completely covered up years ago by a massive landslide.

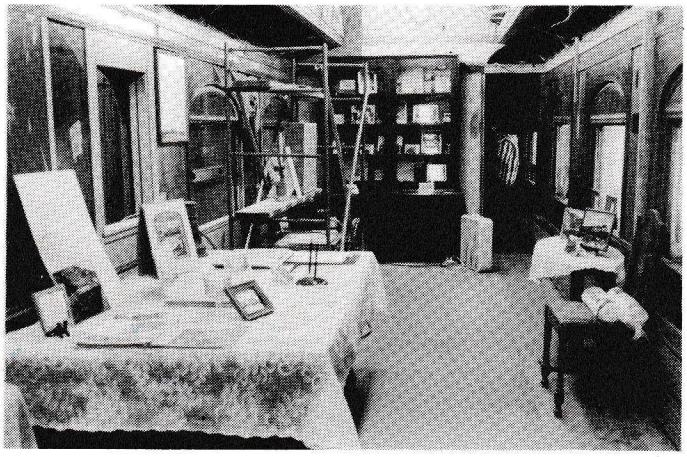
Ahead I can see the entrance to tunnel #8. A pile of rock blocks the entrance. Climbing up I can see inside. Not much to see, the light does not go far. The top of the entrance is black from the smoke from a tunnel fire.

**Continued next page**



Jeanie Jones receives her Railfan of the Year award from Executive Director Barney Barnier during the Museum's 1990 Annual Dinner.

Photo-H.Doering



The solarium of #050, Carrizo Gorge, made into a mini museum of SD&A Railway history by Jeanie Jones.

Photo-H.Doering

# HOW LUCKY I AM

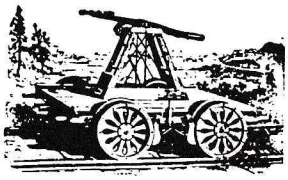
by Jeanie Jones

I would like to thank everyone at the Museum - Staff, Members and Friends, for making this past year one of the happiest of my life.

I was caught so off guard at the Annual Dinner, that I did not hear one single word that Barney said until he called my name. You are probably luckier than you know, as I would have for sure had notes and dates on the palm of both hands, and spent at least 30 minutes telling my captive audience all about John D. and the Carriso Gorge, whether they were interested or not.

That "characteristic flaw" in my personality has developed by leaps and bounds in the past year. **Dick Ruppert** only asked me one time if I would say a **"few"** words to the tourists. I was off and running, when finally I saw him in the back of the crowd using his finger - so it seemed - to slice his throat! I just took it to mean, don't give so many dates, and kept right on. After several more "slices', he finally, very politely, said excuse me Jeanie, but we are going to miss the train, unless we run at a significant pace. The word got around very quickly and soon I began seeing this "little sign" from all the TRAINMEN, so I cut my "little speech" down from 45 minutes to 30. I still get a few slices now and then, (more now than then) but it gives me something to work on during the week, while we are at home.

I am so lucky to have so many friends, but without first my husband and all of you, it would not have been possible for me to receive the wonderful award of **"RAILFAN OF THE YEAR"!** To each and everyone of you, I thank you from the bottom of my heart!!!



## more 'DREAM'

Dick Engle deserves a great deal of the credit for making this trip possible. It is his job to run a railroad. Dealing with crazy railfans is an added nuisance. Most railroad executives would have said no and forgotten us. His willingness to devote his time and energy to work with us has helped make the museum what it is today.

He deserves a great deal of thanks. If you want to write him a thank you note, the address is;

Dick Engle
SD&IV
743 Imperial Ave.
San Diego, CA 92101

Please don't call. Please don't go down to his office. Please don't do anything to disrupt the smooth running of the SD&IV.

A simple letter is enough.

When I joined the museum, running into the Gorge was just a dream. I really didn't think it would happen in my lifetime. Well it happened. It took a lot of hard work and dedication by a lot of people to make it happen. True, there was some luck involved, but we were ready with rolling stock and staff to make use of the opportunity when it came our way. So the next time you see an old piece of equipment that looks like it is impossible to fix, realize that we have done the impossible, and we're going to do it again.




# THE LITTLE ENGINE THAT CAN, DOES IT ALL

**by Bill Schneider**

In the last 'Report's' article on our new 44-ton ex-Navy diesel-electric, mention was made of our similar---but different---45-ton centercab ex-Army #7485. For the benefit of our newer members, and even some long-time ones, here's the full story of the Museum's amazing and unbelievable "little engine that could"...and did!...and can!...and does!

(Technically speaking, an "engine" (or two) is what powers a locomotive, not the locomotive itself. In practice, however, people often refer to locomotives as engines)

Built at General Electric's Schenectady, NY plant in 1941 just prior to the US entry into World War II, this four-axle B-B centercab with small, square end grilles has two Cummins HBI 600 diesel engines rated at 150 hp each at 1,800 rpm. Two of its axles have GE733 traction motors, with power being transmitted to the other two axles by means of siderods. Classed as a 45-ton Industrial Switcher, its actual weight could be increased to as much as 50 tons by adding ballast (usually heavier deck plating), which would increase its basic tractive effort of 27,000 lbs. It has a three-chime Nathan horn donated during its Museum ownership.

The locomotive spent the war at the Plum Brook Ordnance Plant in Sandusky, Ohio, where it was operated by the firm of B.B. Badger & Sons. Then it was sent to the U.S. Army's McClellan Field, northeast of Sacramento, CA, where it was painted black with yellow trim and numbered USA #7485. When the U.S. Air Force became a separate service in 1947, the Field became McClellan Air Force Base and the locomotive became USAF #7485, although it may not have been repainted, possibly even retaining its Army lettering.

In 1969, #7485 was transferred back to the Army and sent to the Department of Defense maintenance facility at Hill Air Force Base near Clearfield, Utah, just south of Ogden. This facility was actually under the command of the Army Depot at Tooele (pronounced "Too-ella"), Utah, about 63 highway miles to the southwest, and was operated by civilian contactors (It was a Navy Supply Depot in World War II). USA #7485 was later placed in storage at the National Rail Transportation Group's Rail Service Division storage yard, also at Hill AFB.

In January, 1972, the PSRMA sought to acquire USA #7485, but Army regulations at that time prohibited its donation. The Navy had different regulations, so with the assistance of San Diego Congressman Bob Wilson and the Department of the Navy, #7485 was transferred on paper to the Navy and immediately donated to the PSRMA in February, 1973. It remained at Hill AFB for four more years, as the Museum had no place to store it nor need for it yet.

## more 'LITTLE ENGINE'

Shipped by rail, USA #7485 arrived in February, 1977, at San Diego's Miramar Naval Air Station, where it was stored, rehabilitated, and used by Museum members. Painted black and silver and lettered "Pacific Southwest Railway Museum", #7485 was used in boxcar switching by the Navy in 1978, and later powered the Museum's first "Miramar Chief" excursions on base trackage.

The siderodder engaged in some unusual service from 1981 to 1983, when it was equipped with special couplers and leased to the Metropolitan Transit District Board to move San Diego Trolley equipment on its initial south county line prior to electrification. During this period its #2 engine was burned up, and at the insistance of Musuem member Mike Reading, was totally overhauled at MTDBs expense in 1983.

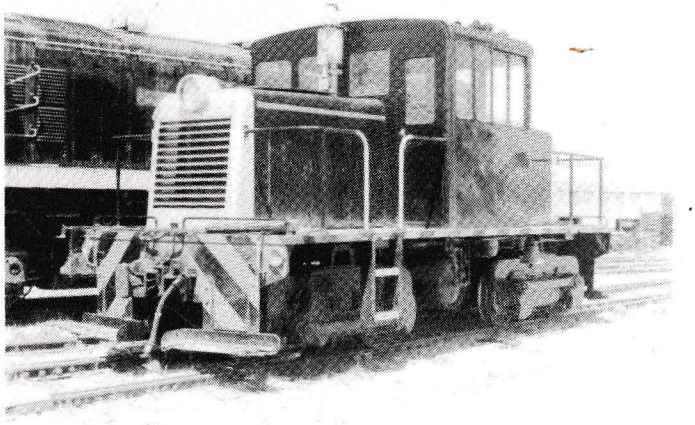
Back with the Museum, #7485 was placed behind the Shay steam locomotive #3 to assist in pulling the Museum's equipment from San Ysidro to Campo on our (first) "Great Freight" on July 30, 1983. When the Shay broke down 7.8 miles south of the border, PSRM #7485---our only operable locomotive---was called on to pull all 18 pieces of equipment, a few at a time, from Garcia station in southeast Tijuana, to Campo, a distance of 41.8 miles. This it did in nine round trips and a final one-way run over a week-long period! The dimunitive little switcher earned its affectionate nickname of "The Ant" by running over 794 mainline miles, plus many more in switching, over old, unused tracks in two countries. For half of those miles it hauled heavy loads, including locomotives weighing up to 120 tons, up an almost continuous 1/4% grade at about 6 mph in the summer heat, and performing far beyond its designed capacity.

I vividly remember PSRM #7485's stacks glowing cherry red and spouting columns of fire in the darkness as she struggled slowly up the grade from Garcia to Tecate that first night with ex-UP heavyweights #4054 and #576 and sleeper "Boco Grande" in tow, nursed and cajoled by a sweating, grimy, and determined engine crew that wouldn't give up and kept her going. That spirited combination of dedicated, tired, and inspired volunteer Museum crews and an indomitable locomotive that didn't know it was overmatched continued for a week, with neither quitting.




The "Ant" back at work, this time pulling a work train to Miller Creek with workers, tools and materials for the runaround.

Photo-L.Rose



WHO AM I? Dusty, dented, unlettered, and unnumbered---but not unloved---ex-Army #7485 takes a well-deserved break in the Museum yards on April 13, 1990, after completing its work assignment in the Carriso Gorge with the Walter H. Barber Construction Company. The little siderodder is painted black, with silver hood ends and vertical rails, red hood stripes, and black and red diagonal stripes on its deck sides and end plates. In its Army days it was black with yellow stripes and lettering, as see on ex-Army MRS-1 #1820 on the adjacent track.

Photo-W.Schneider

The most dramatic event occurred when a lightning-set brushfire raged within a few feet of the tracks east of Matanuca just as PSRM #7485 approached on a downhill run around 1 AM, August 6th. The tough little engine and its gutsy crew of **Ron Hyatt, Larry Rose**, and **Shawn Eriksen** blasted through---and somebody upstairs was watching! As they started back up the hill at 2:30 AM with 108-ton steam locomotive #104, its 28-ton tender, and 55-ton GATX tank car #79923, a tremendous thunder-and-lightning storm (unheard of in this area in August) sent a torrent of rain down, extinguishing the brushfire and cooling down the locomotive as it crawled slowly up the hill with its heaviest train of the week. A miracle, you say? Even the windshield wipers worked perfectly!

Fittingly, PSRM #7485 was the first piece of our equipment to roll onto the Museum grounds on its own wheels---also under its own power! Had this been the Soviet Union, it would have been designated a "Hero Engine"!

## more 'Little Engine'

Since then this Industrial Switcher ("industrious" might be a better word) has been living up to its title by regularly switching cars and locomotives around at the Museum. It has also been called out at times for mainline service on Museum excursion and work trains. Most recently, #7485 was used by Board of Trustee member **Wally Barber's** construction company during its rebuilding work in the Carriso Gorge, thus becoming (with #1809) one of the first two Museum-owned locomotives to enter the awesome gorge.

What new adventure awaits this doughty little veteran? How about an "identity crisis"? Back in 1987, after it had been rehabilitated again, it was repainted. But although it's listed as part of the "Museum" collection and not on the SD&A demonstration railroad's roster, it was not repainted in its former Army colors, but in black, silver, and red trim reminiscent of SP diesel-electrics. And it <u>still</u> hasn't been relettered, or even had its number applied! "Who am I?", it seems to say, looking very forlorn and uncared for.

Conducting a tour of the restoration area several months ago, I referred to #7485 as "...the little engine that could". A young boy in the group called me on it: "Isn't 'the little engine that could' a <u>steam</u> engine he asked. "Yes", I replied, "in the book it is, but here at our Museum we love this little diesel-electric as much as if it were a steam locomotive."

That says it all---even if it <u>doesn't</u> have its number to proudly wear.

Acknowledgement and special thanks for information used in the preparation of this article go to Museum members **Larry Rose, P. Allen Copeland**, and **Bill Niedrich**. Thanks guys---couldn't have done it without you.



#7485 seems dwarfed by SD&AE #104, as it pulls into the Campo Depot area following its long, slow trip up the hill from Garcia, one of many trips made during Great Freight II.

Photo-L.Rose

## Help Support The 'REPORT'- Become a Sponsor

At present prices, it is going to cost our Museum around $12,000 this year to bring you this newsletter. This includes the printing itself, plus mailing and photo processing, and is no small financial consideration. As a matter-of-fact it represents about 30% of the amount of money we are presently short of in putting up the new Display Building at Campo.

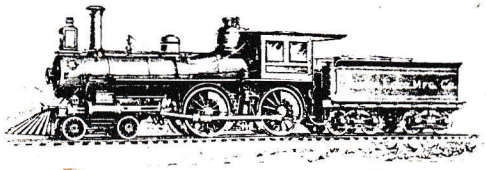
We will not make any 'adjustments' in present publishing policies that would affect the quality of the publication - if anything we will continue to try to improve it any way we can, including the use of color at some time in the (hopefully-not-too-distant) future.

Do you own your own business? Or, do you work for a company that might like to see its name appear in our 'Report'? In either case, we are looking for Companies and Corporations to sponsor each issue of our 'Report'. Two thousand dollars would defrey the cost of one issue. For his donation, the donor would have a display advertisement in that issue, and be identified as the sponsor of that issue.

Format is still being considered, but it would in most instances be camera-ready artwork supplied by the donor.

If you own your own business you already know what our 'Report' looks like. On the other hand, if you are going to talk to your employer, you may want a few extra copies to use for 'bait'. Call me and I'll send them to you (**Harry Doering**, 465-7261 evenings). Also, if you are asked, our newsletter is mailed to over 1,600 households bi-monthly, mostly within San Diego County. Considering that other family members probably read it as well, actual readership is probably at least double that figure.

Please give this some thought before the next 'Report' goes to press, and if you are interested, leave a message with **Bobbie Ringersma**, our Office Manager, at 291-9220.



## Late News on the 'GORGE'

**by Charles Alban**

**Dick Engle**, General Manager of the <u>San Diego & Imperial Valley Railroad</u>, says that a settlement has been reached with the insurance companies for Tunnel 8. Tunnel 16 has already been settled. <u>Morrison-Knudson</u>, who are likely to get the contract for the reconstruction, estimate that it will take them 10 to 15 months to complete the work. An eleven-car train will be required for all the contractor's equipment, and a spur will be laid in the Gorge near Tunnel 7 to accommodate this equipment.

# MAINTENANCE of WAY

**by James Rasmussen, Roadmaster**

These past two months have been productive ones with reconstruction of the east end of our Museum main track, overhaul of the A-5 motor car, and the sorting of track hardware in the "back-40".

The enthusiasm of those working on track has been overwhelming. We're talking about old members as well as new, including those from the Freedom Ranch and the McCain Valley Prison, who volunteer their time on Tuesdays.

To begin with, all 60-pound rail on the east end of the Museum main was pulled up,-ties and all,-to be relaid in 90-pound rail. Early Sunday morning following the Carrizo Gorge trip, **Bob Haney** commenced pulling spikes and was later joined by **Mike Reneau, Ray Lethbridge, Paul Bortell**, and **Jack O'Lexey** on the forklift. **Chris Leenknecht** and **Dave Boerner** joined in after completing a surfacing job out on the mainline. **Dave Slater**, Conductor, arrived on site after his last train pulled in and operated the second forklift as we stacked ties and moved rail and hardware until well into dark that evening. This all cleared the way for the grader to level off the site later in the week.

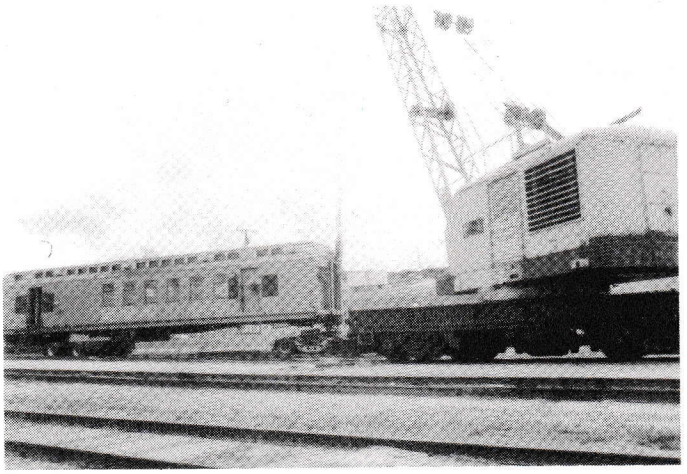
A few weeks later, Track Foreman **Paul Westover**, rallied the troups in the construction of the new track which will lead to the east switch, tying back into the mainline, giving us a second entrance into our Museum yard. One hundred fifty feet of this project was completed in time for switching out rolling stock used in the Japanese TV commercial. Those who have worked hardest so far on this are; **Paul Westover, Kelly Murphy, Paul Bortell, Duane Leal, Bob anderson, Terry Durkin, Ed Dueling, Ray Lethbridge, Dave Boerner, Chris Leenknecht, Lawrence Leenknecht, James Lundquist**, and **Jim Hamill** directing the Freedom Ranch and McCain Valley Prison volunteers on Tuesdays.

We'd especially like to recognize and thank our friends from Cameron Corners, the **McGuffies; Troy**, **Chuck** and **James**, for the donation of their time and equipment (skip loader and dump truck) which they used to ballast our new track. They arrived first thing Sunday morning, March 25th, forfeiting a paying job in Lakeside, to work for us. Their service was invaluable. We couldn't have done it without them.

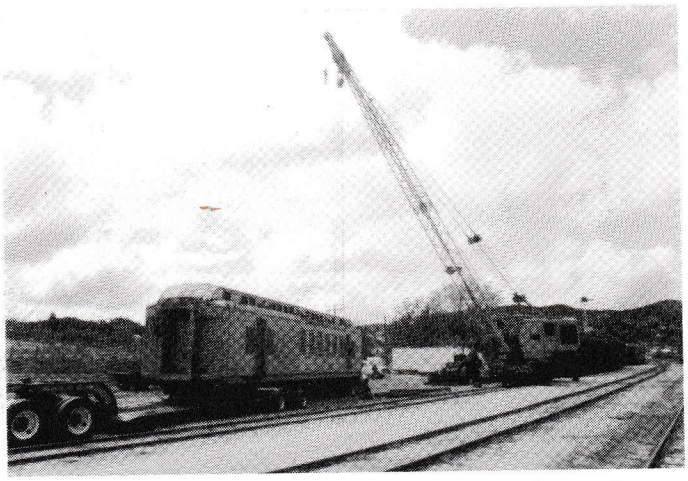
Newly appointed Motor Car Foreman, **Chris Leenknecht**, and **Dave Boerner** have reassembled the engine on the A-5. An all new electrical system is being engineered by **Mike Reneau** and **John Mercer**. Though originally a 6-volt system, it is being converted to 12 volts because it will be in continuous use for maintenance of way (all 6-volt equipment is being preserved for the day the car is taken out of service and converted back into a Museum piece).

Finally, we in the Track Department would like to extend our most sincere gratitude to **Don Sanborn** for all he has done for us. His generosity, kindness and dedication are immeasurable. Few will miss him more than we will. Best wishes to you and **Maxine** in your new home in Arizona. God Bless You and Happy Rails to you!!!

Anyone interested in helping with track work should contact **Jim Rasmussen** at **442-0102**. Track work schedules for April, May and June, are available also from Jim.



Our newest acquisition, a Railroad Post Office car, is unloaded at Campo. Paul Goldstein Trucking, which has done many hauls for us in the past, went back to Houston, Texas, and brought the car to Campo.



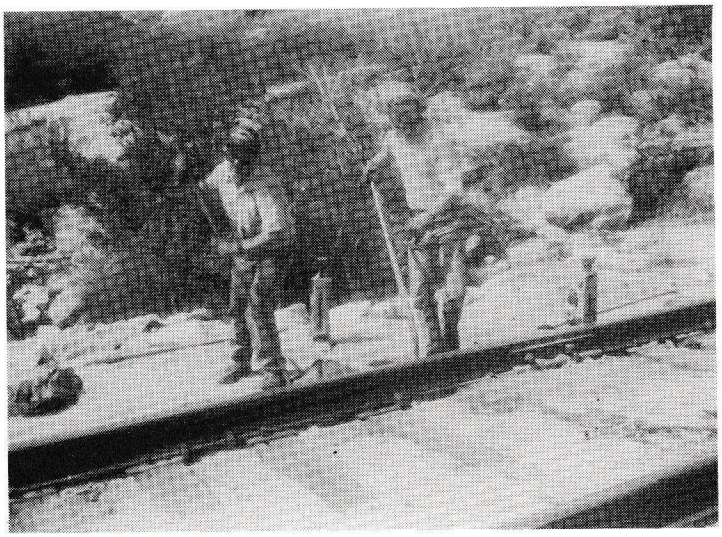
Unloading was accomplished using our ex-Navy self-propelled railroad crane, with **Vern Cook** at the controls. Our crane's most recent work was during the trestle replacement in Carrizo Gorge. Photos - Al Keevil

# TRACKWORK PHOTO PAGE

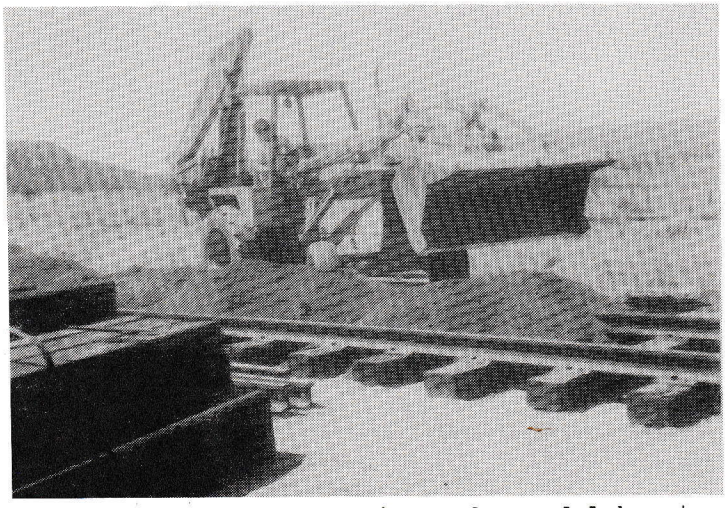
**Photos - Jim Rasmussen**



Track Foreman **Paul Westover**, left, supervises construction of new track to the east switch. Helping are **Ray Lethbridge, Chris Leenknecht, Lawrence Leenknecht**, and **Kelly Murphy.**



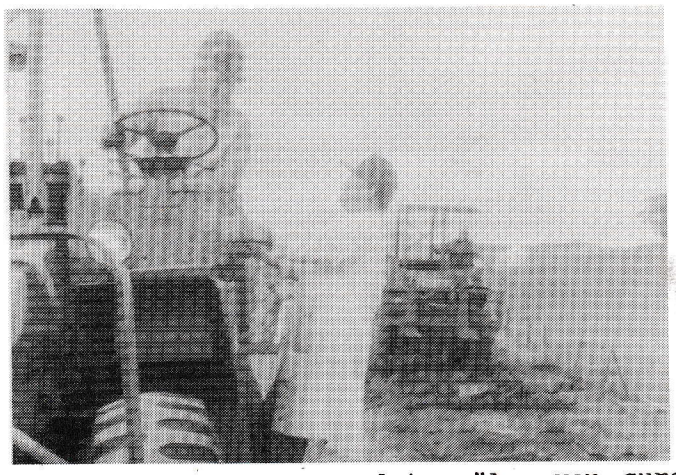
**Chris Leenknecht**, and **Dave Boerner** surfacing track the old-fashioned way, at MP 71.35.



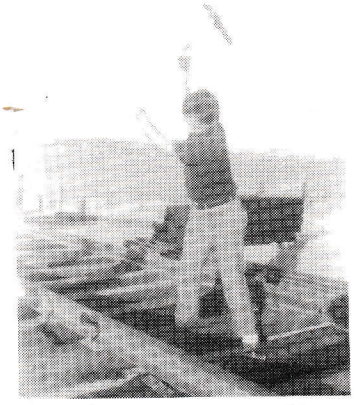
**Troy McGuffie** donated his loader and labor to ballast our new track early Sunday morning.



**Mike Reneau, Ray Lethbridge, Dave Boerner, Chris Leenknecht** and **Paul Bortell** pulling up 60-pound rail at the east end of the Museum mainline, to be reconstructed in 90-pound.

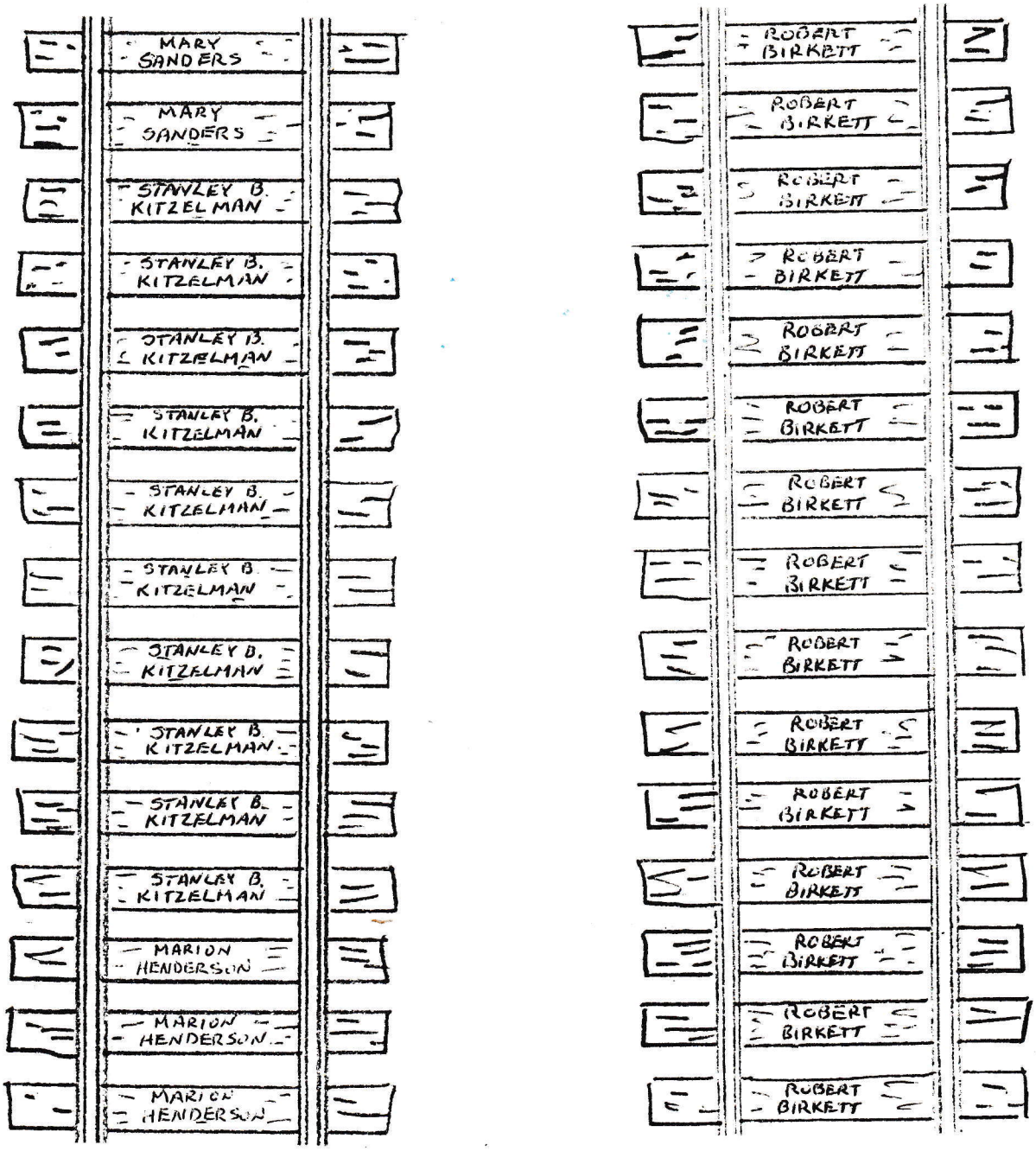


**Don Sanborn** asks **Dave Slater** "Are you sure you are qualified to run this?", while **Jack O'Lexey** operates the other forklift, pulling up and stacking old ties.



**Duane Leal** talking down at those spikes in the construction of the east end of the Museum mainline.

# BUY A TIE MAKES TRACKS




## Buy Dad A 'TIE' For Father's Day

Several more 'Paul Bunyon Toothpicks' have been added to the stockpile this month as noted on the chart above.

Need a Father's Day gift suggestion? Buy Dad a 'tie'; not the usual one he probably wouldn't wear to a pit bull's funeral, but something much more useful, more practical. They only cost $15 each, one size fits all, and you don't even have to go to the store. Just send $15 for each gift tie desired to the Museum's business office, and we'll do the rest.

Father's Day is getting close now, June 17th to be exact, so get your order in today while supplies last (Dads are allowed to buy ties for themselves too).

# RAILFAIR - '91

(The following is a reprint of an article from the California State Railroad Museum's new publication, RailFair News '91, First Edition 1990.)

**Railfair '91 - A Grand Exposition**

Railfair '91 will be the greatest gathering of significant railroad equipment of the modern era, a showcase for both the history and the future of the railroad industry, placed in the setting of a grand exposition. Commemorating the tenth anniversary of the California State Railroad Museum with pageantry and celebration built around a venerable theme: **Railroads on Parade: The Evolution of the Iron Horse**, Railfair '91 will be the definitive railroad event of the second half of the 20th Century.

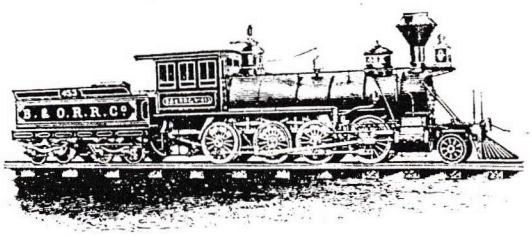
Railfair '91 will take place in Old Sacramento, California, May 3-12, 1991. Dozens of preserved steam and diesel locomotives, historic cars, and examples of current and future railroad technologies will be exhibited in and around the facilities of the California State Railroad Museum. Complimenting the equipment will be acres of displays sponsored by railroad organizations. Railfair '91 is intended to appeal to the broadest possible audience - over a quarter million visitors are expected - and will be a tangible expression of the tradition and significance of railroading.

This mammoth undertaking is supported by representatives of the Museum, the Sacramento community, western railroads and preservation groups. Invitations have been sent to over 50 equipment owners and operators, and planning is underway for exhibits, programs, public activities, entertainment and a grand historical pageant. The goal of Railfair '91 is to ensure something for everyone, and that each visitor leaves the event instilled with a renewed appreciation for the vitality and diversity of America's railroads.

So, make your plans now to join us in 1991! Railfair '91, Sacramento, May 3-12, 1991.

Editor's Note: If you wish to subscribe to the Railfair '91 News, send $10 ($13 for Canadian and International to:

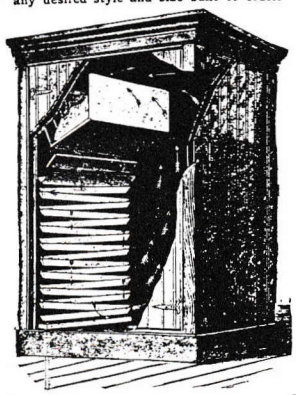
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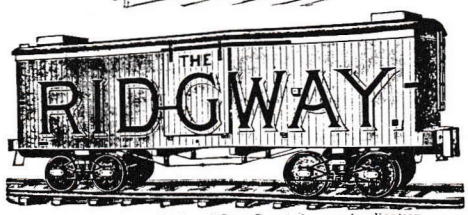



1880

THE
RIDGWAY REFRIGERATOR

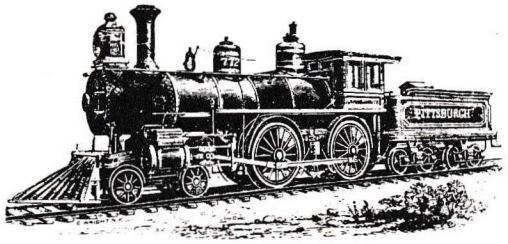
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# ANNUAL DINNER

I couldn't believe it - **Eric Sanders**, speechless. Poor Eric; he thought he just came to rub elbows with his many friends and railroad fanatics, and have a nice dinner, but what happened? Our Executive Director, **Barney Barnier**, dropped a Silver Spike Award on him and absolutely tied his tongue in a big knot. Nice touch, Barney.

The event was our Museum's Annual Dinner, held Saturday evening, March 17th at the Holiday Inn by Montgomery Field, and was attended by over 100 members and guests.

The Silver Spike Award that Eric received is relatively new and is awarded to members by our Executive Director, for services and dedication to our Museum "...above and beyond..." as the saying goes, and Eric was recognized for the many years he has dedicated to the preservation of railroading in general, and to the recording of railroad history within San Diego County in particular.

Eric was one of the founders and writer of the by-laws for the San Diego Railroad Historical Society, (PSRMA's predecessor) then helped found, and wrote the by-laws for the Pacific Southwest Railway Museum, our parent organization (Eric is one of only four surviving charter members of PSRMA), and more recently helped found and write by-laws for the San Diego Electric Railway Society.

Other awards presented included Railfan of the Decade to **Jim Lundquist** (this award was for last year, but Jim was unable to attend). Jim was recognized for his many and tireless efforts to build what is quickly becoming the finest railroad museum in the southwest United States. The Railfan of the Decade for this year was presented to a very surprised and gracious **Dick McIntyre** (our Metal Magician), without whom our many bent, dented or otherwise out-of-shape metal car parts would still be bent, dented, or otherwise out-of-shape. And saving the best for last, our Railfan of the Year award was given to **Jeanne Jones** who has led the crusade (and the restoration work as well) to restore one of our must cherished pieces of railroad rolling stock, John D. Spreckles' personal business car, #050, the Carrizo Gorge. In addition, Jeanne has been like a second right hand to our Office Manager, **Bobbie Ringersma**, in helping with the seemingly insurmountable workload that has inundated the Museum's business office since it was opened.

There are surely others that deserve awards but those selected certainly represent the cream of that crop - a most heartfelt thank you, and a job well done, from the Museum's membership, staff and board.

We were fortunate to have not just one, but TWO speakers on the dias that evening. First was **Dick Engle**, Vice President and General Manager of the San Diego and Imperial Valley Railroad. In introducing Dick, Barney Barnier recognized the mutual friendship that has developed between our Museum and the SD&IV, and the many instances of help given our Museum by SD&IV that made possible many of the seemingly impossible 'stunts' we have pulled off over the past several years, including passenger trains to Jacumba, numerous movements of rolling stock to Campo, other special trains using SD&IV motive power and completely volunteer SD&IV crews. Dick then took us through an abbreviated but very interesting history of railroading in San Diego County, including slides, then added a few items of interest about future plans, including the reopening of Carrizo Gorge.

Our other speaker came down from Sacramento. He was **Walter Gray III**, curator for the California State Railroad Museum. Walter spoke mainly about the upcoming Rail Fair, to be held in Sacramento on the CSRM's TENTH anniversary next year. He assured us that the opening of the museum in 1981 would be outdone by a magnitude of order. He told us there would be at least 25 steam locomotives on display under steam, and many would be put into actual service in the planned train rides rather than "...just sitting around boiling water." Attendees will be able to ride behind their favorite steam engine during the Fair, which will run May 3-12, 1991 in Old Sacramento, site of the CSRM.

## Let's Hear It For The NAVY!!!

**by Bill Schneider**

In our story on the Museum's new 44-ton locomotive, USN #65-00608, in the last 'Report' issue, we thanked just about everyone who helped obtain the locomotive or information on it for the Museum, except the biggest donor of all--the United States Navy!

This is the same outfit that has given us many of our hardest-working members, a self-propelled crane, two flatcars, two heavyweight sightseeing cars, and many other items as well as #65-00608. It was also the "official" donor of our hard-working 45-ton #7485! We apologize for the oversight, and give a big "Thank You" and salute to the U.S. Navy for this terrific donation, which we promise to make good use of.

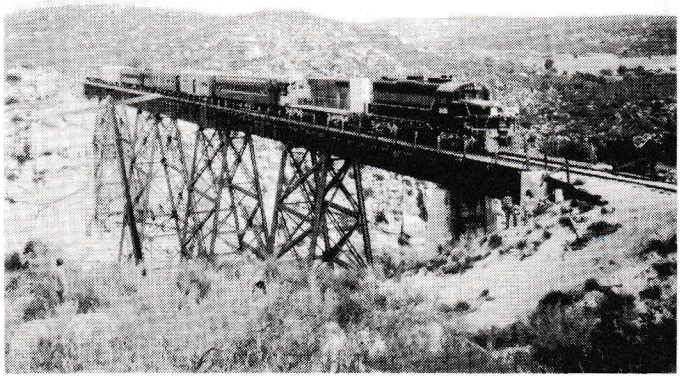
## New Display Building Is A Go!

**by Charles Alban**

Staff has approved the expenditure of the grant from the State of California Parks and Recreation Department on a new display building/car barn. The building will be steel framed with steel cladding, 100 feet wide by 180 feet long. It will be put up in the lower yard area at Campo.

This building will provide sorely needed display and storage space for some of our most valuable pieces of equipment. The wooden cars currently stored in the existing building will be moved to the new one, freeing up space for maintenance and restoration.

# CARRIZO GORGE PHOTO PAGE



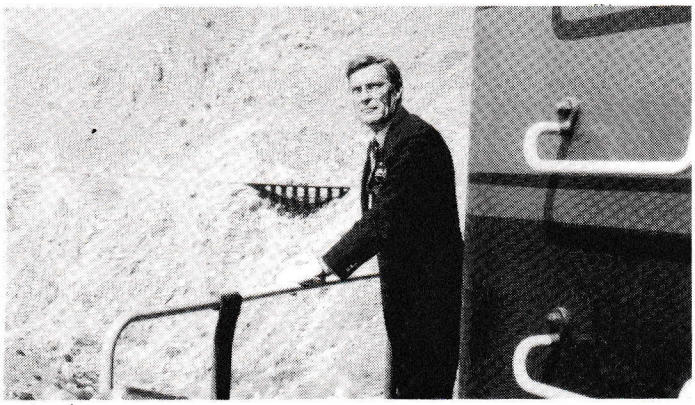
Special train to Carrizo Gorge stopped for, what else, a photo runby, on the Campo Creek Viaduct.

Photo-Harry Doering



One car was reserved for Museum workers. It was by invitation only, with zero no-shows. Needless to say, a good time was had by all.

Photo-Harry Doering



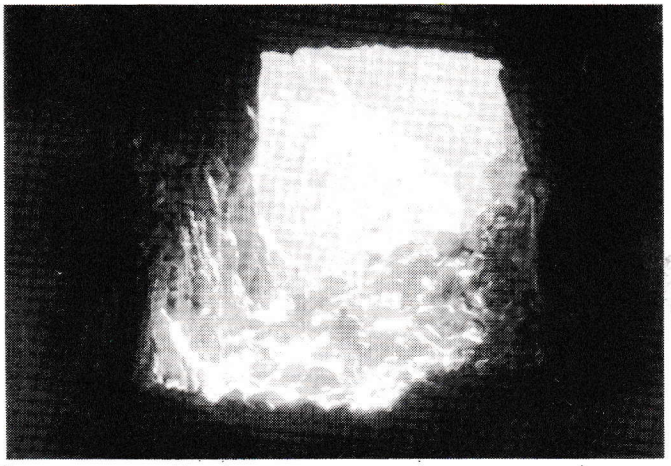
**Dick Engle**, Vice President and General Manager of the San Diego & Imperial Valley Railroad, had the best 'seat' in the house, but was more concerned with a safe operation than with the scenery. This area was just north of Tunnel #5.

Photo-Harry Doering



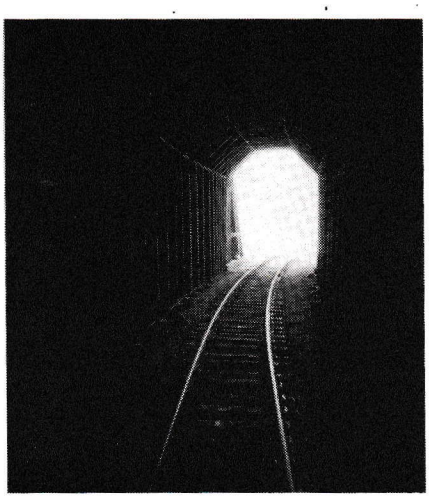
Our train approaches Tunnel #6. The two trestles that were burned several years ago and just recently rebuilt by **Wally Barber** are at the north exit of this tunnel.

Photo-Harry Doering



These are 'before' and 'after' shots of a burned-out tunnel. Unfortunately, this shot representing 'before' is Tunnel #6.

Photo-Jim Rasmussen



This is Tunnel #8, which should look more like #6 in 10 to 12 months, as negotiations are apparently completed with the insurance company for repair.

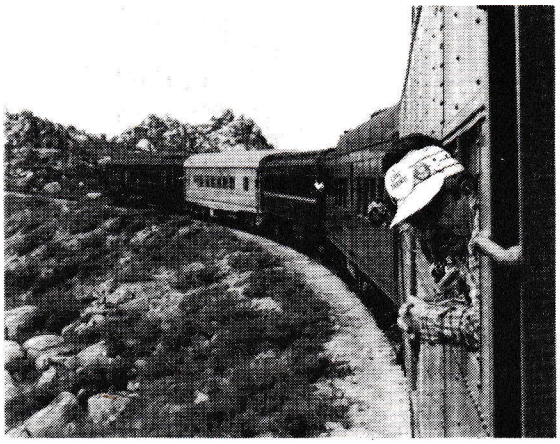
Photo-Steven Fitch

# CARRIZO GORGE PHOTO PAGE



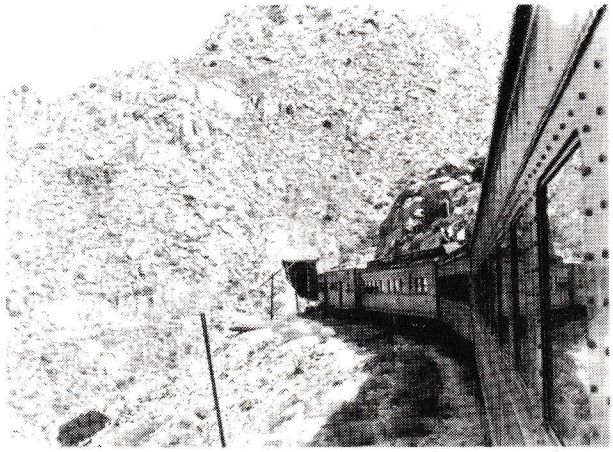
Just north of Tunnel #6 and across the trestle repair area, railfans get their first look at the awesome Carrizo Gorge.

Photo-Steven Fitch



Enroute to Carrizo Gorge, Ray Lethbridge watches the high desert go by, probably reminiscing of railroading days gone by.

Photo-Steven Fitch



On the way into Carrizo Gorge, the train approaches Tunnel #6.

Photo-Steven Fitch



Having just left Tunnel #6, the train climbs out of Carrizo Gorge on its way back to Campo. In spite of the train having to stop a half-mile sooner than planned and passengers having to hike if they wanted to see the burned-out Tunnel #8, a good time was obviously had by all. Photo-Richard Pennick


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