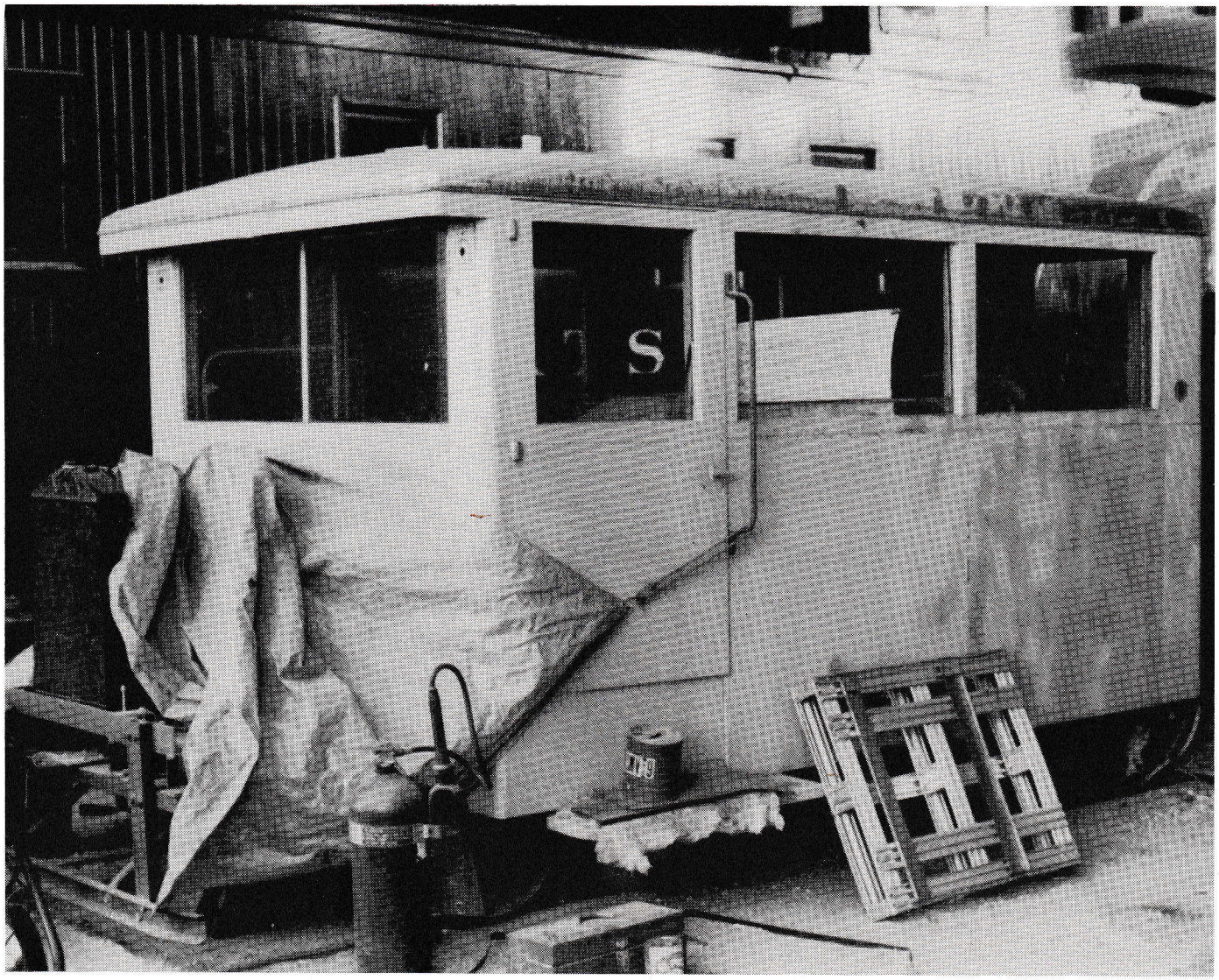
MAY-JUNE 1990

# REPORT

NO. 223

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



Repainted primer gray, Santa Maria Valley #9 sits in the carbarn at Campo, awaiting the next attempt to complete its 25-year restoration. The boxy, hard-to-work-with "Beast" challenges: "Send your best workers--I eat 'em up and burn 'em out! Nobody finishes me off!"

photo-W.Schneider

## ...from our Executive Director

by **Barney Barnier**

I have been asked by members on several occasions "How can I have a say in what goes on in the Museum?" The answer, is to GET INVOLVED. Now, that doesn't mean you have to live at the Museum, or even be a superintendent. What it does mean is that you have to be willing to make a commitment of your time to advance the particular cause or project that you wish to have a say in. The best way to get involved is to show up at Campo, or wherever your project is and pitch in. If you have ideas for something you feel is a need at the Museum, see that Department Superintendent and ask how YOU can accomplish the task or project. If your project is a "Grand Plan", put your ideas on paper and drop a note to the office and ask for time on the agenda at the next staff meeting where YOU can present your ideas to the people that are able to help YOU make them happen. If you have plans, ideas, or concerns about the direction of the Museum, now is the time to speak out. Staff will be doing an update on the five-year plan soon, and will welcome YOUR input. A letter or even a note to me at the office is all it takes for YOUR input to be heard. Please don't be one of the "silent but unhappy". Remember, this is YOUR Museum, and the Staff, Executive Director, and Board of Trustees want to know what YOU want and think. We are working for YOUR best interest (This is also our best interest).

In the last issue of the Report I promised you a drawing of the new exhibit building, but I am unable to keep my word. We are slightly bogged down in the regulatory process, and must make some changes to satisfy the bureaucrats. As soon as I have the final layout, your Editor promised to give it space in the very next issue.

## Santa Fe Station Display Space

By **Dan Marnell**
President, Board of Trustees

The Museum is drawing nearer to its long-term goal to join the City's other excellent downtown transportation museums - the Maritime, Aerospace, and Automotive, while at the same time maintaining its operations base at Campo. Initially focused on Balboa Park, our quest has culminated in the recent announcement issued by Santa Fe Pacific Realty that it has extended to the Museum the opportunity to locate a legitimate railway history museum in San Diego's historic Santa Fe Station.

Negotiations are still underway and no final arrangements have been agreed to. In this regard, the Museum has engaged the services of two architectural firms at Santa Fe's request such that conceptual planning can proceed.

Members will be pleased to learn that **Mr. Larry Rose** (long-term Museum stalwart and LIFE Member), of the architectural firm of Delawie, Bretton & Wilkes, has graciously accepted the task of working out space planning utilization with Santa Fe. Mr. Daniel Quan, of Daniel Quan Design, San Francisco, who is overseeing that city's cable car museum renovation, will be working on exhibit design development. Mr. Quan is also consultant to the Railroader's Museum in Altoona, Pennsylvania, and the Horseshoe Curve Visitors Center.

As negotiations proceed and information becomes available, it will be disseminated to the membership. Being better able to attract new members and market Campo properly will be only some of the benefits that will eventuate when this proposal is brought to fruition.

## Campo Display Building May Be Up By October

By Charles Alban

The County Planning Department has authorized a building of 16,000 square feet only, so staff has chosen a design 100 feet wide by 160 feet long by 20 feet to the eaves with center columns, to contain four tracks. This building will be expandable, allowing for extensions in the future as funds permit.

A contract has been signed with Western Building Structures of El Cajon for a Star steel building by H.H. Robertson, costing $108,992, including sales tax and erection.

Total expenditures for this building are estimated at $140,000, including the structure, erection, soils test, foundation design, foundations, grading, planning and building permits. Initially the building will not have an electrical supply or sprinklers. The grant from the State of California amounts to $98,500 after administration expenses. The balance of the funds will be made up from the 1990 Facilities budget and a $30,000 construction loan from San Diego Trust & Savings Bank.

Soils tests have been carried out for the new building by Benton Engineering and the report was received on June 13. The structural steel drawings and design calculations have also been received from Western Building Structures and these, together with the soils report, have been forwarded to the Civil Engineer, Derek Ilott Associates for the foundation design.

The foundation design is anticipated to take 2-3 weeks. When it is complete it and the structural steel plans will be forwarded to the County Building Department for plan check and building permit issuance. This is anticipated to take a further six weeks.

Upon receipt of the building permit, the foundations will be put out to bid. The foundations are anticipated to be complete by mid September, and the building erection completed by mid to late October.

# Around the Interpretation Department

By Rich Borstadt

**Business Meeting.** The monthly business meeting for the Interpretative Department is at 7:00 PM on the last Friday of the month at the Museum Library (69th and Mohawk in La Mesa), or, in the months of March, June and September (last month of each quarter) on the last Saturday at 10 AM, at Campo in the carbarn lounge. For the meetings at Campo, car pooling is suggested, normally departing from the La Mesa Depot at 8:45 AM. Following the business meeting, a brief tour and discussion of the function of the new Exhibits Lab together with a briefing on the role of the Railway Post Office (with a chance to examine our new R.P.O. car) will round out the morning. For those wishing to participate, the afternoon will be devoted to an interpreter's exploration of Jacumba. We will take a field trip to that community to expand our personal contacts in the town and gather facts, anecdotes and a sense of the ground. This is in preparation for Museum visitor interpretive activities for future Jacumba rail excursions. Any interested Museum member is welcome to join us in any or all of these activities.

**Research.** The Museum's new Director of Research, **Bruce Semelsberger,** lead a field trip into Temecula Canyon on Sunday, June 3rd. The party, which included **Dale Prescott, Bruce Coons, Charles Alban** and **David Scofield**, was concluding an on-the-ground historical survey of the northern part of the canyon, which was the route of the California Southern, San Diego's first transcontinental rail link in the last century. An exploration into another part of the canyon will be mounted with cooler weather in the fall. Contact Bruce if you would be interested in helping man a metal detector on the fall survey. You should be in good physical condition, as the hiking can be strenuous.

**La Mesa Depot.** In the aftermath of an automobile accident in which her husband, **Leon "Dick" Barksdale**, was seriously injured, **Margaret** is taking some time away from the Museum to aid in his recovery. We wish him a speedy one.

The dedicated staffers at the La Mesa Depot Museum have been covering admirably. Recognition and thanks for services rendered in April and May are due to **Dan Botkin, Margaret Collins, Dorothy Cotton, Wayne Davis, Jack Ebey, Al Ellis, Bill Nidedrich, George Parish, Helen Russell, Eric Sanders,** and **Russ Stockwell.** Any schedule, security or other problems...or questions about the Depot operation should be directed to Superintendent, **Rich Borstadt** (447-3298) while we are short a functioning La Mesa Depot Museum Director.

Our Restoration Superintendent, **Norm Hill,** himself recovering from a recent stay in the hospital, has concluded some sprucing up of the Depot, including a general scrub down and new floor paint and seal. Installation of new window shades should wrap the refurbishment about the time you read this. Renewed activity on the interior restoration of the caboose in the string at La Mesa is next on his agenda. Many thanks for a super job, Norm.

**Interpretation In-Town Enrichment Briefings.** As part of an effort to improve access and speed involvement of newly active members, **Dick Ruppert's** Training Unit and the Interpretation Department have come up with some new in-town evening sessions for Trainman/Tour Guide Training Course credit. The topics are such that old timers and general members may wish to attend some of them just for general information on railroading and the Museum's current activities. They are held in the Library (69th and Mohawk) at 7 PM at the rate of approximately one per month. Please see the Interpretation Departmental Schedule below for offerings over the next couple months, or call the business office, Training Director or Interpretation Superintentent for schedule, as it has been set for the 1990 through June '91 period. Join Us and get active, if you're not already

**Exhibits Lab.** This new facility in the old carbarn gift shop at Campo is beginning cataloging and preparation activities on the Museum's small material culture collections, in anticipation of expanded exhibits development. If you have been storing some of the Museum's memorabilia, small tools and assorted artifacts...or have items you believe would make useful additions to our study collections and/or exhibits and would be interested in donating them, please contact **Rich Borstadt** 447-3297 to work out appropriate handling.

**Needs.** We are in need of a 4x5 view or press camera for documentation and archive work and a printer for the library's DOS computer (Epson FX compatible dot mattrix or daisy wheel). If you have either of these items that you would be willing to donate to the Museum, call **Roy Pickering** or **Rich Borstadt.**

**July/August Schedule.** Library work days continue to be Tuesday evenings and Saturdays. The season's foreign road excursions to Mexico and Europe are listed elsewhere in this issue of the Report.

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Thursday, July 12, 1990 @ 7 PM
in the Museum Library

Enrichment briefing - An Introduction to Railroad Motive Power, **Robin Becker** (steam) and **Mike Reading** (Diesel)
Trainman/Guide Course Credit

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Wednesday, July 18, 1990 @ 7 PM
in the Museum Library

New Member Orientation
**Dick Pennick**
Every member should have attended or plan to attend one of these meetings.
(offered every other month, third Wednesday)

**see more Interpretation-page 15**

# Excursion Committee News

By **Ann McVeagh**

The spring trip to Puerto Penasco was enjoyed by 300 passengers on March 31. It was a cool day, there was lots of shrimp to eat and many travelers took the opportunity to bring some home too.

The hard-working staff that goes down to Mexicali on Friday and stays over on Sunday to clean up and bring home the supplies, deserve a Big Thank You! They were; **Rita Cloud, Bill Groya, Nancy Mercer, Jack O'Lexey, Norm Hill, Mike Reading, Carmen** and **Betty Donavon** (who sell souvenirs during the trip, and can sell anything to anybody and entertain them as they take their money, a special THANKS to them), **Carl** and **Fran Pfetzing** (who always show up to staff all the way from Buena Park), **Andrea Hill** and **Bob Collins, Rich Feiser** (from Long Beach), **Mary Toomey, Kathy Foote, Katie Walker** and our ever faithful staffers and all around good help, **Bob** and **Margie Provost**, who besides their other duties, always have the trophy made for the PITTS AWARD, given to the staffer who experienced the most problems or performed an outstanding feat of staffmanship. **Nancy Mercer** and **Rich Reiser** shared the award this year.

All of the staff does an outstanding job dealing with all types of passengers with grace and good humor, cleaning up the cars (and bathrooms) before the trip with such enthusiasm and elbow grease that it boggles the mind, considering the state some of the cars are in when they arrive from Guadalajara.

When the clean-up is done it's time to go to the border and pick up the passengers waiting there. It is generally a madhouse getting people on, in their seats, stowing their coolers, lunches and day packs, which is accomplished by the time we return to the station. Then they have to get the passengers off the train again to go through the immigration line. They have to help fill out their tourist cards, check their proofs of citizenship and try to get the ones through that have forgotten to bring anything with them! Once the trip is underway they must collect the tickets, give instructions, answer a battery of questions, point out the sights, settle the unruly, and see that everyone in their car has a good time.

At Puerto Penasco, they help the passengers off the train, head them in the right directions for food, the beach, shrimp and shopping. Then they get a chance to rush off and eat something themselves before the return trip. This is always fun as the staff usually go together to the same place and has an hilarious lunch and time to unwind a bit before the trip back. Then it's time for leaving and all of the above in reverse.

By the time we get back to the hotel or the bus, hosts have their flock on board for the journey back to San Diego. It's late and everyone is tired. There's just enough energy left for all to go to the coffee shop for a bite of dinner. On Sunday the trip directors return to the station to clean the private car and gather up all the supplies taken for the trip. Then it's home to San Diego and a brief respite before it is time to start setting up for the next trip.

A very special Thanks and recognition should go to **Rita Cloud**, who has been my right arm now for more years than either of us care to admit, getting these trips on the road. Also to **Bill Groya** who started his Museum life as a passenger, as did several others of the staff, who were such help as passengers that we recruited them as staff. It has worked out very well. I think the Excursion staff is one of the best groups in the Museum. Muchas Gracias a Todo!

Our spring Copper Canyon trip was a success despite setbacks on the way down when we lost a day having the car checked for a hot wheel bearing. Fortunately we were in Empalme, which has the extensive RR shops built in 1904 by Southern Pacific, and thus we had a battery of mechanics to check the car while the passengers toured Quaymas, a popular resort area. After this delay the trip went as usual, swimmingly, with the world's best passengers and travelers. This is an eleven day trip into very rugged country, with rustic accomodations. The staff is superb and carries out a variety of duties, starting way ahead for the trip.

The staff cooks the meals for three days of the trip, when we are in Batopilas at the bottom of the canyon. That means shopping for and packing all the food and ice before we leave. The trip supplies are awesome and include medicines, first aid equipment, a generator, a library of material for the passengers to read during the trip, gifts for the people at the other end and supplies donated for the school in Batopilas and other places. Lanterns, cooking gear and anything else we can think of goes along, including our universal repair kit, duct tape and baling wire.

The staff is the best, and they have to be; **Corrine Gallagher**, world-traveller, is an old hand in Copper Canyon, having many years of experience in the Creel area and the canyon. She does all of the shopping and packing of the meals that we take; **Bill Groya** banker by trade and fine railroad mechanic by necessity, sees that we have lights, water, diesel, and that everything runs, and is keeper of the universal repair kit.

Our newest staffer, **Sally Anderson**, who began as a passenger, as did Bill, is our all around live wire who helps on all fronts and especially passenger services during the trip. She is also the bus hostess for the ride to the bottom of the canyon which is no small task in itself; and me, **Ann McVeagh**, whose contribution is to make the arrangements for the trip, process the reservations and get materials out to the passengers. I also deal with all the

**see more Excursions-page 15**

# As I See It - Preservation:

# Or Is It Too Far Gone?

By **Rene' Schenerman**

The last article about preserving the Jacumba cars was thankfully not an ignored jeremaid: **Dick Pennick** heads up the Jacumba Car Committee, assisted by **Cliff Pennick, Wally Barber, Bill Niedrich**, and **Vern Cook.** Permission has been obtained from the MTDB and SD&IV for the Museum to acquire these cars, and a work party has removed all the remaining metal and wood trim. Studies have been made to move some or all of these cars to Museum property. If interested in attending future meetings on preserving these historical and locally relevant cars (as well as the box car behind the Campo Depot), contact **Dick Pennick** at **463-2276.**

**Geoffrey Scheuerman** and I first started restoring old automobiles for operation, and we tend to apply the philosophy we used there for railroad restoration as well. This tenet is that 'nothing is so far gone that it cannot be restored with enough time and money'; the interest of the owner being the third factor in the equation. For example, a friend bought a 1937 Maserati rolling chassis, one of three built to run at the Indianapolis 500. This rolling chassis has only the chassis, axle, transaxle, and four wheels, but he is having an engine block cast, and a body made. Because of the rarity of this car, and its historical value, he feels the expenditure is worth it.

Locomotive & Railway Preservation Magazine recently had an article about a museum that acquired an EMD F-7 shell, then cannibalized mechanicals from a CF-7. This is the auto restoration concept of the "parts car". To draw a railroad restoration parallel: IF a car could be had inexpensively, and the cost of transporting it to Campo were not be excessive, we could take it for its trucks, air brake parts and hardware, even if the body were completely rusted. Class I railroads often make crane tenders out of old passenger cars that are too far gone. Old diesel locomotives, though, may cost more to restore than the purchase price of a good, running locomotive ($30,000 and up).

While it is true that PSRMA/SDRM can't preserve everything, historical and regionally significant candidates should not be automatically rejected because of poor appearance or condition. Most of us hope that someday everything the Museum owns will be restored and operational, but we will always be getting more acquisitions before that 'someday' arrives. Hopefully, someone will come forward to adopt a car. Even in automobile restoration, replicas frequently cost more than do restored originals.

# Operations-First Quarter 1990

By **Rene' Scheuerman**

The first quarter of 1990 actually showed fewer riders than the same period in 1989 (3793, compared to 4249), although the trips to Carriso Gorge and to Jacumba added about 500 more riders to the total. It may be too early to evaluate the impact of our new advertising program, but kudos to **Charles Alban** for placing ads for our Museum in Locomotive & Railway Preservation magazine; one more step in putting SDRM in the major leagues!

The big Operations news in March, of course, was the trip into Carriso Gorge. Although some feel that it was an SD&IV function rather than the Museum's, SDRM benefitted from a percentage of the ticket sales, and supplied the passenger cars. We also found out that one curve was not negotiable by an 80' car coupled to a 40' car. Future trips may have to be with SD&A coaches which are 71' long, and if they don't work we may have to locate a fleet of 60' Harriman cars exclusively for Carriso Gorge service.

The St. Patrick's Day trip to Jacumba may be our last for a while, as the California Department of Forestry demands a defoliation of the entire right-of-way from Campo to Jacumba. This also highlighes the dire need Operations has for speeder operators and crews, so please call **George Boggs** at 789-4210, and volunteer during this especially dry summer. Next year, when the line is open to Plaster City, the SD&IV will probably do all track maintenance from Division east. This year, however, the only SD&IV traffic will be an 11-car Morrison-Knudsen train, and possibly some rail cars full of supplies to rebuild the tunnels. An agreement must be reached NOW with the CDF, as ONE Jacumba trip can bring in as much revenue to all parts of the Museum as a month of Campo-to-Miller Creek operations.

Also, we should not forget the media coverage of these special trips that help us in establishing a Museum in the classic sense in the San Diego/Santa Fe Depot.




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

# Railbus Restoration Hits 'Quarter-Century' Mark

By **Bill Schneider**

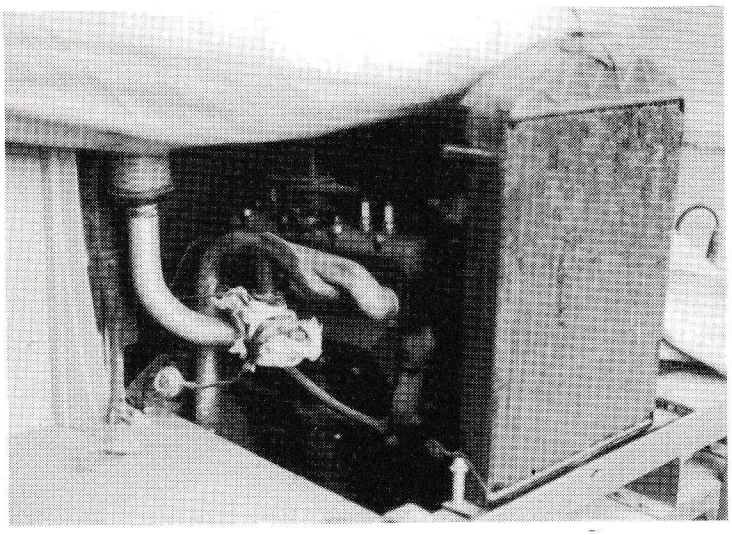
After 25 years of Museum ownership, the first piece of rolling stock acquired by our Museum --Santa Maria Valley Railroad #9, a Railbus-- may possibly be nearly about to conceivably enter what might be the final phase of its long-sought restoration!!!

If that sounds a bit cynical, keep in mind that in November, 1965 the Report stated that "...Car #9 ought to be in operating condition six months from now." The October, 1966 issue reported the application of the "...final sealer coat to the roof," and the August, 1967 Report told members that "...the Railbus has been painted orange with a silver roof." Yet the work is still incomplete.

Why? The answer was best given in the March-April, 1986 Report by Norm Hill, who wrote: "The bus...to the uninitiated, may seem like a relatively easy restoration project. Wrong! The remanufacturing of many long-lost parts and extensive body work make this a tough project." Remember too, that our Museum must set restoration priorities, and that our volunteer workers also have their own personal work preferences for their limited time. Difficulties in obtaining parts, lack of funds, and the need to concentrate on other projects has delayed--but has not ended--the Railbus restoration. Now, once again, there seems to be "...light at the end of the tunnel,"---we hope!

Santa Maria Valley #9 is a type A-2332A Railbus built by Fairmont Railway Motors, Inc., based on Fairmont's A-6 model 2330 utility railcoach design. It was built in Fairmont, Minnesota, in 1932 as builder's #137425. The boxy 20-gage steel body with arch-type roof was build by Eckland Brothers Company of Minneapolis as their #829. The Railbus is 15 feet long and weighs 6,000 poinds. It has a 4-cylinder 40-hp Ford Model A gasoline engine (#AA3383663), a 94-1/2" wheelbase, Ringwald-Bower axle bearings, four 7/16" x 20" demountable wheels, and six coil springs---two above the front axle and four above the rear axle. The Ford AA truck transmission has four forward speeds and a two-speed gearbox on the rear end. For flexibility, the car has a center-mounted jack on which it can be raised and turned around quickly to eliminate wyeing. It has single doors on each side (forward) and a double door at the rear.

Designed to carry twelve passengers on two six-seat padded benches mounted along its side wells, plus an operator in a single seat, this Railbus was later modified to carry only seven in forward-facing seats. It was purchased by the Santa Maria Valley Railroad mainly for mail and express service, and an iron safe was placed in the car. The safe was so heavy that if it was not in the center of the car when the Railbus was turned on its jack screw, there was danger of the car toppling over!



SMV #9's small 4-cylinder, 40 hp engine doesn't need much more work to make it operable again. Or does it?

photo-W.Schneider

SMV #9 ran on the railroad's 15-mile line from an SP connection at Guadelupe to Santa Maria and Gates Station, CA. It never ran faster than 35 mph. The Railbus crew reportedly never flagged crossings, and on one occasion tore the bumper and fender off a Model A Ford auto that failed to heed its warning horn! Officially, SMV #9 never carried revenue passengers, although it reportedly was used to transport undocumented aliens to pick fruits and vegetables in the agricultural fields. During the strawberry harvest season, SMV #9 often pulled one or two small four-wheel flatbed trailers attached to its coupling. It also served occasionally as an inspection car and auxiliary section car. After 1936 it was apparently retired from its other duties and used only in occasional maintenance-of-way service until 1962. It was then retired because the cost of engine repairs had become excessive, and there was insufficient need to justify the cost of a new engine.

SMV #9 was sold to the Valley Pipe & Salvage Company of Santa Maria for scrap. Its drive shaft, radiator, and other parts were removed and sold. In 1965, PSRMA **Life Charter member, Terry Durkin** saw the Railbus, and sought it for the Museum (Terry has a soft spot for gang cars,speeders, high-rail equipment, railbuses, etc.). Initially the company wanted $50 for the Railbus, but on learning we were a Museum, owner **Sam Berkowitz** donated it to the PSRMA in May, 1965--our first piece of rolling stock.

SMV #9 was taken to the property of member **Lee Adams** on Beaumont Drive in La Mesa. Lacking ignition parts, radiator, headlights, drive shaft, distributor cap, and other

## ...more Railbus...

items, it was a challenge to the then-very small fledgling Museum. Work parties of Museum volunteers set to work and in November (1965) the Report, somewhat prematurely, stated "Soon the blast of No. 9's horn will be heard on the slopes of Mt. Helix!" In October, 1966 the Report noted that "...National Steel & Shipbuilding is to make a radiator shell for us. Now we need a radiator!"

And so it went. Despite all the efforts of most of our pioneer members, there were always unobtainable missing parts. On December 3, 1966 the Railbus was moved to the property of **Life Member Walter Hayward** on Riverside Drive in Lakeside. Work continued on it, including its painting in August, 1967. In September, 1967 it was vandalized, and some parts were stolen. Meanwhile, the PSRMA had acquirted its first two steam locomotives (E.J.Lavino #10 and SWPC #3), and the Museum's interest and restoration efforts became focused on these two, stored and operated in Perris, CA. Other equipment, needed to establish the Museum as a viable entity, was obtained, restored, and operated. The work done on the Shay, #1509, the Robert Perry, #1413, the UP cars, #7485, the Guard car, and others---not to mention the La Mesa Depot restoration---were vital to our self-esteem and public reputation as a "real train" Museum in the 1970s. Although our membership grew rapidly, the core of active workers was spread thin, and there just weren't enough hands---and never enough money---to spare for this odd-looking vehicle that seemed more bus than train. Eventually it was moved to the property of Museum officer **Dick Pennick** on Upland Street in Spring Valley, where it remained until July, 1981 when it was trucked to Campo. Fittingly, it was the first piece of rolling stock at our new Museum site.

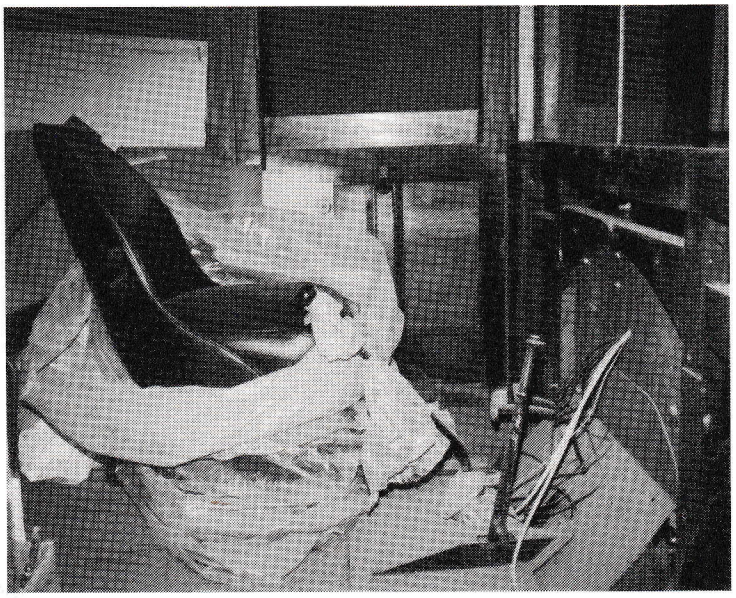
Work on restoring SMV #9 again began in January, 1984 and continued for four more years. Sparkplugs, coils, wiring, turning jack, drive shaft, radiator, seats and much more were repaired, replaced, or built by a host of Museum volunteers. **Jim Rasmussen** (the "mystery worker"), **Dale Prescott, Jim Enos,** and **Walter Vaughan** were the principal contributors, but others were **Jim Hamill, Scott Thompson, Harry Doering, Dick McIntyre, Bill Barbour, Steve Norris, Norm Hill, Tom Travis, George Winnett, Ken Faller, Dave Mathews**, and more.

Some parts, such as front grille and radiator shell of a type no longer available, were custom-designed and/or fabricated by some of these workers, and often cost hundreds of dollars. **Walt Vaughan** kept a tin can "kitty" near the Railbus in the Campo carbarn, and sought extra donations to help him complete the car's restoration. However, he had to stop in 1988, as the Museum wanted to concentrate all of its fundraising efforts and financial resources on Railfair '88. That brought his work to a halt, and no further progress has been made on restoring SMV #9.

Now there's renewed interest, and more important, financing, which will enable Museum members to resume work on this most unusual rail vehicle. It does have a useful future with the Museum, as an example of a type of railroad equipment; as a unique display piece; as a means of transporting elderly or infirm visitors between depot and carbarn at Campo; possibly as a money-earner in short, high-priced small-group "charter trips"; and perhaps most importantly as a traveling P.R. exhibit for our Museum, as its light weight makes it fairly easy to truck to various fairs, exhibitions, and shows. Wouldn't it be great to see it up at Sacramento at the California State Railroad Museum's Tenth Anniversary Railfair in 1991? And at the Del Mar and Imperial County Fairs?

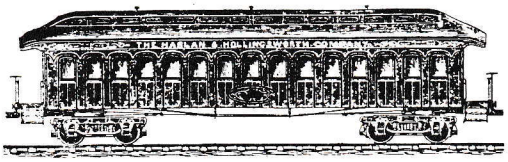
Let's celebrate the 25th anniversary of the acquisition of this little Railbus by encouraging, financing, and working on its restoration until it is COMPLETELY RESTORED!! And, then, let's have a "roll-out" party to which all those who've worked on it since 1965 would be invited! That would sure crowd the carbarn! After all, this is the car on which our Restoration and Mechanical Departments first cut their teeth---and then moved on to bigger things, with terrific results!

Thanks are given to Museum Librarian **Roy Pickering** for his help in tracking down the Museum's old records on this car, and to **Terry Durkin** and **Dick Pennick** for their assistance.



Interior view of the Railbus, showing its black vinyl-covered operator's seat. The plastic bag usually covers the chair to protect it from the ever-present dust in the carbarn. But where's the steering wheel?

photo-W.Schneider



# Santa Maria Valley Railbus Will Represent Our Museum At RAILFAIR '91 At Sacramento

By **Charles Alban**

Staff has voted to complete the restoration of the Santa Maria Valley Railbus as the Museum's contribution to the **1991 Railfair** at the California State Railroad Museum in Sacramento next May. **Walter Gray**, Curator of Operations, has accepted the SMV as a suitable item for the fair.

**Harry Hurry** and **Charles Alban** have conducted a feasibility study on the project. Total expenditures are estimated at $6,700, and 450 manhours spread over the life of the project, scheduled for completion by the end of March 1991. This project will be completed to the highest standards of historical accuracy and quality of workmanship and materials.

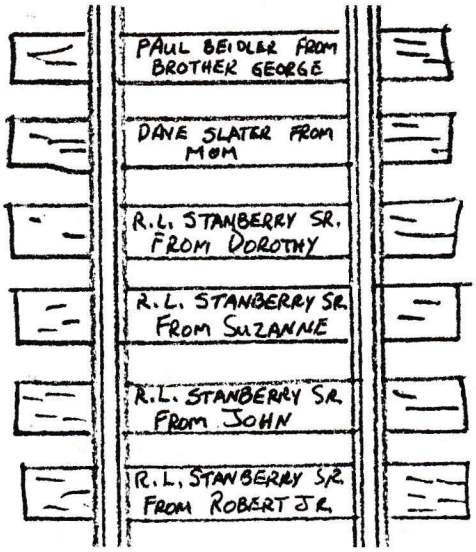
Amongst the major items scheduled are:

- Remove and replace floorboards with T&G Douglas Fir as specified.
- Remove and replace roof canvas, and replace broken basswood slats.
- Remove 12-volt electrics and replace with authentic 6-volt system.
- Fabricate new radiator cowling.
- Prepare and paint exterior with Dupont Imron. This will be contracted to a specialist high quality finish painter. The colors will be those originally specified: Beaver Brown with Desert Sand above the belt line. The paint will be protected with a clear coat, for a high gloss finish, and wax polished.

Regarding the removal of the recently installed 12-volt electrical system, which has caused some dismay in some quarters, the philosophy behind this restoration is one of historical accuracy first and foremost. Actual operation of the Railbus is a secondary consideration, although it is intended that the Railbus will be available for moderate use. While the installation of the 12-volt system with alternator was well intentioned and would certainly be a more reliable and efficient system, all the original 6-volt electrical parts are available. Most of the Model A and AA components as used in the original construction of the Railbus are obtainable as new items from the several specialist suppliers of Model A parts. The 6-volt electrical system, when reinstalled, will be composed entirely of new or rebuilt components, and as such will be a reliable system for moderate use.

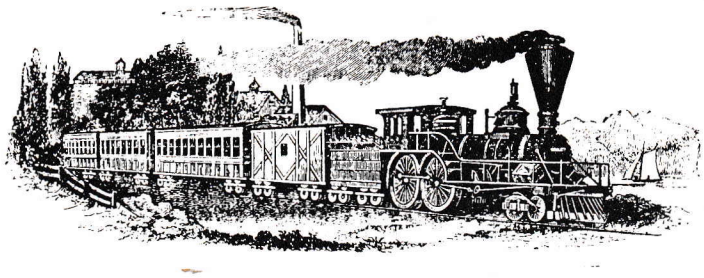
This Railbus is an historically significant item to PSRMA, in that it was the first piece of equipment acquired by the fledgling organization 25 years ago in 1965. The restoration work was reported as being 80% complete in 1966, and it has been worked on intermittently ever since.

## BUY-A-TIE




Several more timbers to add to the pile; **George Beidler** bought one in memory of his brother, **Paul**; **Marion Slater** sent a Father's Day tie to her son, **Dave Slater**; and **Robert Lawrence Stanberry, Sr.**, received four Father's Day ties, one from his wife **Dorothy**, and one each from his daughter **Suzanne**, and sons **Robert Jr.**, and **John.** These will probably be used to connect our yard throat to the newly-installed east entrance from the mainline. Many thanks to all of you.

Ties are not appropriate just for Father's Day, by-the-way. There are also Fourth-of-July Ties, Labor Day Ties, Thanksgiving Ties, Christmas Ties, Easter Ties, Birthday Ties, well, you get the idea. Let's get the ladies into this too next year and pass out a few Mother's Day Ties!



The project managers of this important and worthwhile project, **Harry Hurry** and **Charles Alban**, are appealing for volunteers to help on the restoration. Those of you members who checked the restoration box on your membership application and haven't been up to Campo in a while, here's an opportunity to become involved. The railbus is inside the carbarn, so we are not working outside in the hot sun. We will need help to reinstall the floorboards, to recover the roof, to clean and paint the undercarriage, to rebuild windows, to prepare the exterior for painting. Call Harry at 697-8040 (h) or 543-8615 (w), or Charles Alban at 941-1397 (h) or 291-9220 (Museum office).

# You Too Can Be An Interpreter

By **Rich Borstadt**

"Since we are not an agency of the United Nations, why does the Museum need an Interpretation Department and Interpreters?" You wouldn't be the first to ask such a question.

Of course, the answer is inherent in our being a museum. Museums are the only institutions of man that are dedicated to the idea that preservation of objects is important. Why? Not because of an object's physical properties or economic worth, but because of its role in respect to human attitude and behavior, and the value in passing on an understanding of that role to future generations...in other words, **the educational value** of the object. Most objects, however, are not self-explanatory...except, perhaps, in physical function. As a simple example, show a railroad spike to someone who has never encountered one before. They might guess it to be some kind of heavy-duty fastener, but beyond that an explanation is required. Its physical properties must be translated into human terms of fabrication, use and meaning. It must be **interpreted**. That is why the term "Interpretation" has been adopted in museums for this vital function of providing context and understanding...of reconstituting meaning and value of these objects for our visitors today and in the future. We're not interpreting from another language, we're interpreting from the objects of an earlier time, objects that lose their value without it.

So then, Preservation is one side of the museum coin and Interpretation is the other. We have always had some degree of interpretive activity in the Museum through our exhibits and programs under the old Public Benefits Department. But that department also included many other promotional and survival functions that made it difficult to concentrate and organize this aspect of the Museum. To do the job better, it was decided to divide the department and create two. Interpretation (Event Programs and Exhibits) and Public Services.

The folks that are involved in interpretive activities include those volunteering their time on behalf of the Museum as collections workers and researchers in our new Library, station agents in the La Mesa Depot Museum, as trainmen on the demonstration train and ground tour guides at Campo, East Line Trolley tour guides, as hosts on our international excursions and as curatorial assistants in the new Exhibits Lab at Campo...everyone who takes a few moments to explain something in our collections or about railroads to a visitor. See, you may already be an interpreter and didn't realize it.

# As I See It - Railroad Classics

By **Rene' Scheuerman**

To continue a parallel with automotive restoration, are there railroad classics we should be seeking for acquisition?

Examples from SD&AE/SP, ATSF & UP (especially Harriman design), are a given if we are to have a collection truly representative of the Pacific Southwest, but for the U.S. as a whole, I nominate USRA designs, followed by Pullman-Standard, both freight and passenger cars. Museums for most of their history have displayed the rare, unusual, or what is considered to be the best examples of their kind, but the trend lately has been to display the more common objects which most people remember; after all, there are more Fords and Chevrolets in most people's past than Bugattis and Duesenbergs. The commonplace becomes rare through age, diminishing numbers, and increasing demand.

A TALE OF TWO STOCK CARS

In September, 1989, I attended the Union Pacific Historical Society meeting in Omaha, where I distributed SDRM literature to **Ken Longe**, head of UP Public Relations, **Richard Kindig**, and **William Kratville**, among others; it never hurts to advertise!

September 22 featured an all-day ride behind UP 4-8-4 #844, out to Rogers, Nebraska, where some of us spotted two stockcars. The following day, we rented a car and retraced the path of #844, and discovered stockcars 10000 and 43009, which were thoroughly photographed in their native habitat. Imagine my surprise when 43009 appeared at the SD&IV San Ysidro shops early this year! Since UP has a policy of only donating to groups which are on line, this stockcar is a real find, and my congratulations to **Roger Garrett** for his hard work in acquiring it. Now, what happened to class car 10000?

If any member is a UP fan, I strongly recommend membership in the UP Historical Society, as the railroad really rolls out the red carpet for this group; Salt Lake City in '88, Omaha in '89 and Pocatello in '90. Another worthwhile organization is the Southern Pacific Historical & Technical Society, which meets every spring in Glendale, and while it does not seem to be supported by SP, it is an excellent opportunity to meet the name photographers and authors of this RR. The color slides shown have, for the most part, never been published for either UP or SP, and are worth the cost of transportation alone. The publications issued by both groups are easily worth the cost of membership. Sante Fe has both an historical group and a model builders group. More information can be found on membership in Mainline Modeler magazine.

KRUPP STEEL TIRES On Locomotive Driving Wheels and on Steel-Tired Wheels
Give the Best Results for Every Variety of Service

# Paint Chippin'

By **Norm Hill**, Head Paint Chipper

Our members have really been doing some super volunteer work in the last few months. I am always amazed how much work, important effort, gets done. Some of these members have worked many years. When you look at all the work needed it's amazing anyone comes back!

There is no pay, usually terrible weather - too hot or too cold. They are hard workers, and do little or no griping. The main reason I hang in here is primarily because these fantastic people have an idea that preserving our railroad history is something important. Thank you for not quiting. Thank you for all your work. In my opinion the Museum Volunteer Worker is the very best railfan. This applies to ALL areas of our Museum.

Before I set out to talk about what we are trying to save now, I want to talk about some really special people. I have written a lot about most of them before, but they still amaze me in their determination to build a Museum.

**Tom Travis:** Tom is still half a world away working in Southern Italy but thinks enough of us to send our Museum another $100.00, for new siding for our oldest caboose, S.P. #644. He is so far away, yet he still is "active". This is such a great way of helping all of us to do our work. Someone so far away cares. Fantastic, Tom, and Thank You so very much. Hope to see you soon; you have been missed. If any of you reading this want to help save a really neat caboose, please help us by donating to our caboose restoration fund.

**James Kornweibel:** James has been coming out either to Campo or La Mesa for several years. He is seven years old, but you would never believe it when you watch him work. He works a lot with his dad, **Ted Kornweibel**. He really likes trains, cabooses, big railroading. What is so special is he does a lot of very "adult" things without being told. Recently he cleaned up all the trash around our La Mesa Depot display. He always does whatever tasks we give him. He is very bright, cheerful, and it will be fun watching him grow over the years. Thank You James for already being an inspiration for a lot of us.

**Projects receiving recent work have been:**

Fruit Growers Express Reefer: **Ken Faller, Steve Norris** and myself continue to work on the Museums only wooden reefer. The side doors are now stripped, sanded and primered. This means we have stripped, sanded and primered one whole side, exactly one-half of the second side, one end, and both sets of side doors. We still have one-half of one side and one end to go, but we'll do it.

U.P. Caboose: **Ted Kornweibel** and **Frank Stites** have completed all the inside woodwork. **Dick McIntyre, Jim Hamill**, Ted and Frank reinstalled all the cupola area hardware. Dick went over to **Wally Barber's** yard and found the exact wire screening the car had at one time in a wall. He then built a new screen frame and installed it where the original had been. Dick also reinstalled all new water tank fill piping. Ted installed some new wall and ceiling molding. Nice work, guys. Jim and Ted reinstalled all the very complicated plumbing for the car's toilet, this being quite a task since many plumbing pipes were broken or missing. Some rear wall plywood panels were stripped. An interior handrail was also installed. I again want to thank **Roger** and **Barbara Garrett**, for buying this caboose for us.

Santa Fe #1303: **Dick McIntyre** and **Jim Hamill** have completed all the metal repairs on one side. **Ted Kornweibel, Charles Alban** and myself recently primered all the car's new windows. Hope to have the windows fully painted soon.

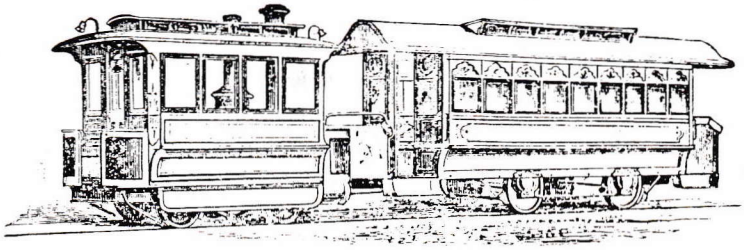
Open-Air Cars #350 and #351: A lot of very hard work has been going on inside our former military WW II Hospital Cars. Special thanks to **Paul Bortell, Jim Hamill, Bob Haney** and **Dick McIntyre**. Paul has paid for a lot of the car's new materials for the repairs and conversion. New window "bars" or handrails have been installed in every open window. Bad floor concrete has been removed and new plywood flooring has been installed. A large ceiling hole has been covered over. Many wall screw holes have been filled with pop rivets. Thanks to these men, we will have our Museum's first open-air car soon.

S.D & A. Boxcar: I want to thank restoration workers **Ted Kornweibel** and **Frank Stites** for their very professional efforts in preparing this car for preservation. All the doors and windows had been covered up when it was converted into a storage shed many years ago. Ted and Frank did the wood work to restore the openings to their original configurations. The car body was then painted by the following members: **Bob Eikel, Denby Jones, Bobbie Ringersma, Lou Wolfgang, Paul Westover**, and myself, **Norm Hill**.

La Mesa Depot: **Ted Kornweibel** repaired some facia. **Dick McIntyre** and myself repainted the Depot floor. A lot of cleanup has occurred and new shades are being made. The City of La Mesa has done some very nice landscaping and irrigation work.


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# Museum's RPO Car
# A Rare Gem

By **Dick Pennick**

After a couple of false starts, the Musuem's beautiful old Santa Fe Railway Post Office car #74 finally arrived at Campo, Wednesday, April 4th on the back of a Goldstein Equipment lowbed truck. The sky-blue car was due in on the 2nd, but an Arizona State Trooper took exception to an oversize load being transported on the weekend.

After many thousands of track miles serving R.P.O. routes in the South and Midwest, this car spent its final years as an gift and antique shop in Houston, Texas.

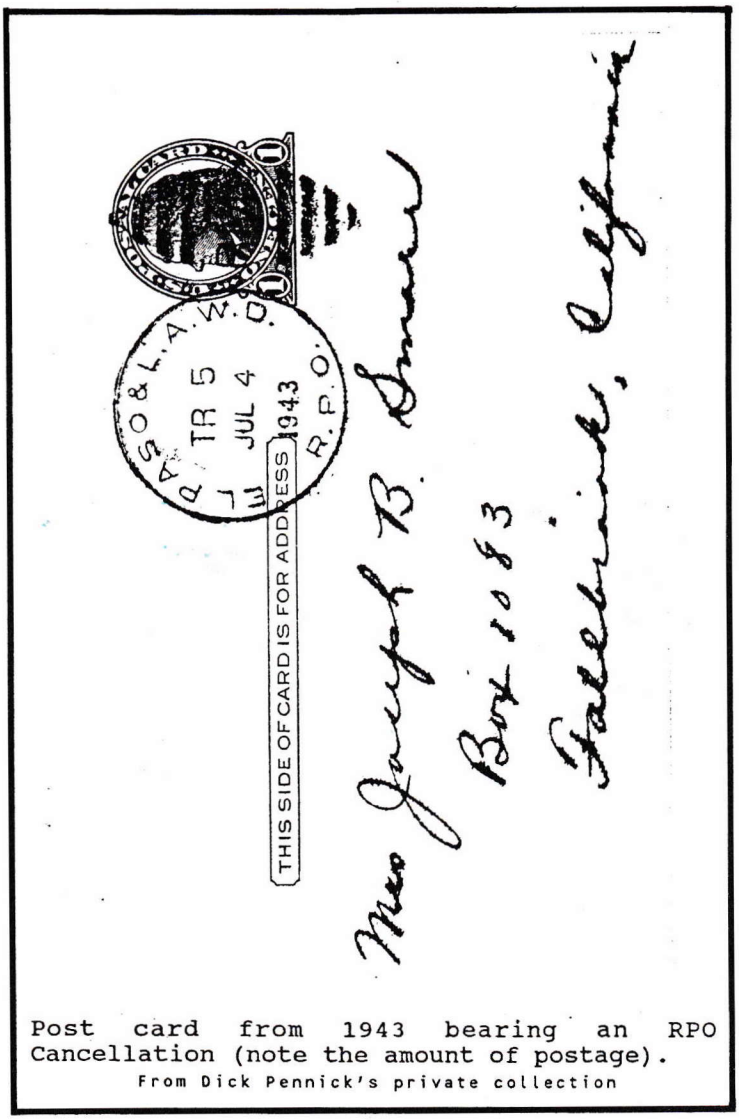
The Museum learned about the car through an ad placed in a national magazine by the car's former owner. Last year, after prolonged negotiations which threatened to break down several times, an agreement was reached in late September and the car was purchased for $7,500. Arrangements were made for trucking the car - minus its trucks - to Campo. Both former and current Museum Executive Directors - **Jim Lundquist** and **Barney Barnier** - traveled to Houston at various times to finalize the loading and moving arrangements.

**Paul Goldstein**, a local freight hauler (and member of our Museum) has been used by **Wally Barber** (Museum Trustee) many times in his contracting work, and was selected to make the run to the Lone Star state to pick up the car, at a special Museum rate. The trucks were removed from the car to reduce the highway weight and overall height, and were set aside for later shipment.

When the car arrived at Campo about 9 a.m., waiting to unload it from the truck was a motley crew of dedicated Museum volunteers consisting of **Vern Cook, Cliff Pennick, Herb Kehr, Jim Hamill, Dick Pennick** and a young fellow by the name of **Jonathan**, whose last name was unfortunately forgotten in the excitement (sorry Jonathan!). Vern operated the old Navy rail crane with his usual finesse, and the rest pitched in to retrieve and set the cribbing to receive the car. Members **Al Keevil** and **Charles Alban** stopped by briefly during the activities to take pictures, some of which we saw in the last issue of the Report.

**Herb Kehr**, a retired Railway Postal Clerk and long-time Museum member, provided the spark that ignited this project several years ago when he and his wife donated $10,000 to a special fund set up for this purpose. A suitable car had not been found until the ad appeared for #74.

The car is intact, complete with a swing-out mailbag hook and the wood counters, pigeon holes, and sorting bins inside. The oak woodwork carried the patina of 60-plus years of mail workers' hands as hundreds of pounds of postal matter were sorted enroute.




Post card from 1943 bearing an RPO Cancellation (note the amount of postage).
From Dick Pennick's private collection

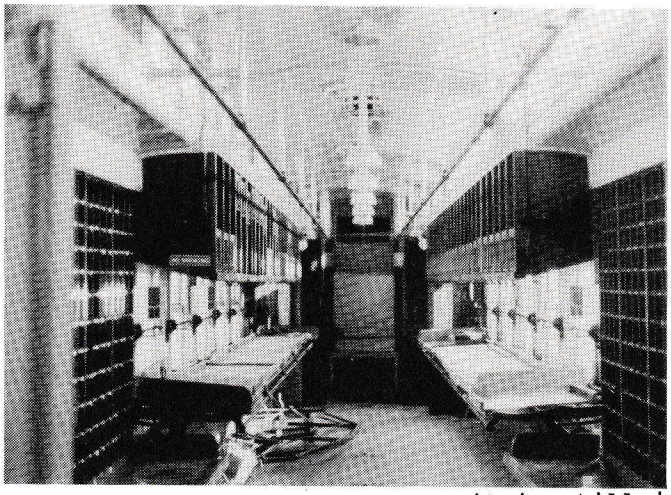
The wheels arrived in San Diego via Santa Fe during the week of June 11th, and the SD&IV trundled them to Campo on Saturday, the 16th. Santa Fe deserves a "High-Five" and a heart-felt "Thank You" for its generous contribution of Free transportation for the trucks from Houston to San Diego. Nor did Santa Fe charge demurrage on the car the trucks were loaded on during the car's stay in San Diego.

After restoration, there are plans to use the car for not only mail pickup and sorting demonstrations, but for special collectors' postal cancellations from time-to-time while the car is enroute to Miller Creek, Carrizo Gorge, or who knows where?

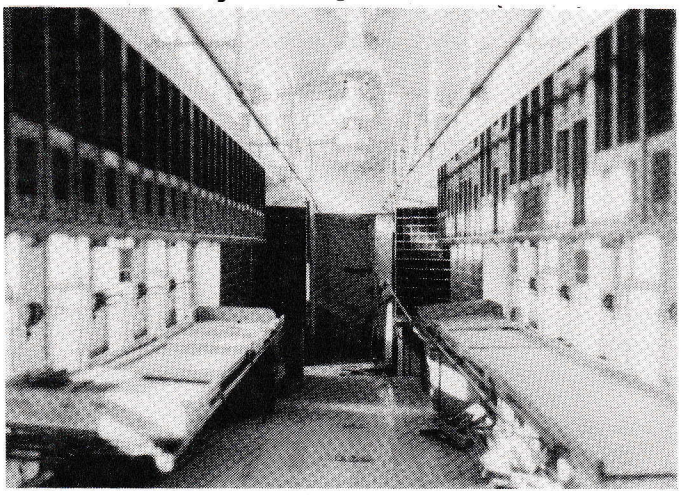
This rare old car is one of the most exciting in the Museum's growing collection. Even today, its original Pullman Green livery peeks from behind the faded blue paint in tiny areas here and there, if you look for them. When it's completely restored, it's going to knock your socks off! We encourage members to inspect it up close and get involved in its restoration to a living monument to American railway postal history.

Many Thanks to **Mr. & Mrs. Kehr** for helping to make this all possible.

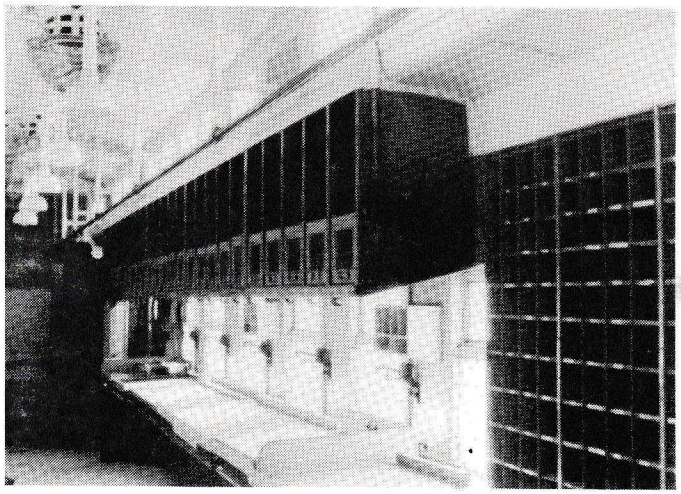
## RPO Interior photos-W.Schneider



Interior view of the RPO shows it is still in excellent shape. Note the screened ceiling fans and light fixtures. At the far end is the air-conditioner installed when the car was used as a gift shop.



Opposite end of the car, looking toward the "pigeonhole" mailboxes. The car's interior is unbelievably clean!

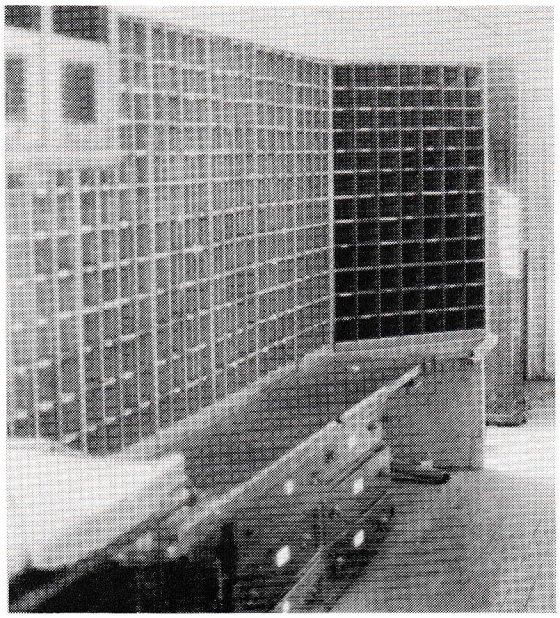


This view of the clerestory near one of the car's side doors shows its classic 1920s construction. And how many cars has our Museum acquired in this great of condition, with even the light fixtures intact???

## Royal Canadian Adventure

Member **Doraine Offerman** sent in the following article from the June-July 1990 Modern Maturity magazine she thought might be of interest to other railfans (reprinted here without permission from the magazine, but purely for the interest of museum members).

Railroad Enthusiasts-especially those with deep pockets-here's the latest on a super-luxury train, The Royal Canadian, that is scheduled to begin service March 1991 and follow the spectacularly scenic route of the original Canadian Pacific Railway between Toronto and Vancouver (2,900 miles). The trip will take three days/nights in either direction-passing through such places as Kicking Horse Pass, Medicine Hat and Moose Jaw. Makeup of the train will be seven bilevel glass-domed Pullman cars-five sleepers with twin lower beds, one dining car, one lounge car with an outside observation platform; and two single-level utility cars. (What, no gym?) All are newly refurbished 1970s equipment, not antiques. Meals will be prepared in what is claimed to be the largest railroad kitchen in the world; chefs and cuisine said to be under the direction of a Michelin three-star restaurant in Alsace; complimentary wines from Europe and an open bar from 11a.m. daily. Each of 94 rooms will be equipped with cellular phone, TV and VCR and private bath; some have their own dome so you can fall asleep under the stars. It's expensive, all right, but it's fun reading about anyway-and for more detailed information, call Blyth & Company at 800-228-7712 or write the firm at One Rockefeller Plaza, Suite 1712-T, New York, NY 10020.



City/town names on the mailbox labels show that #74 was last used on the Kansas City-Albuquerque run. One of the boxes is labeled "Lamesa", the end of a freight-only branch off Santa Fe's Clovis-Lubbock-Temple-Houston line in Texas! We can't wait to see **Herb Kehr** and his fellow ex-RPO clerks standing here and "working the mail" again!

# Committee Works To Preserve Old SD&A Coach Bodies At Jacumba

By **Dick Pennick**

The Jacumba Coach Body Feasibility Study Committee, under the guidance of chairman **Dick Pennick**, spent Saturday, May 19th helping to preserve the old open-platform wooden coach bodies at Jacumba, on the SD&IV mainline to Plaster City.

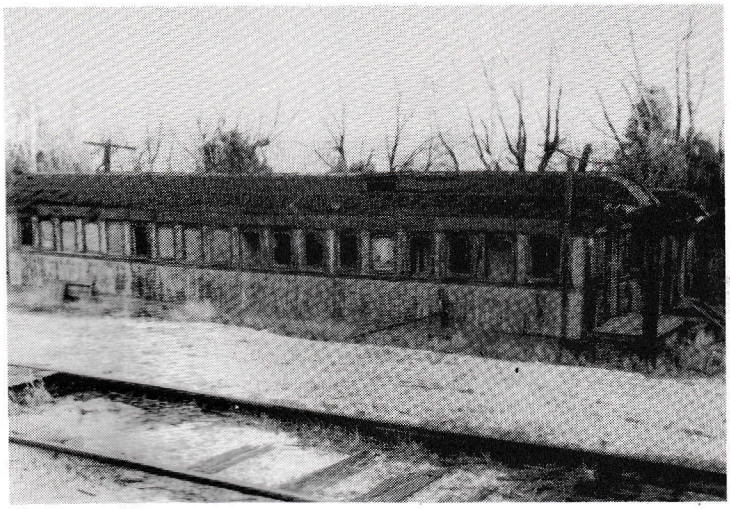
The five antique cars, authentic remnants of the San Diego & Arizona Railway's original roster of wooden cars, have been landmarks at this remote mountain town since 1940. The cars were rolled into their present positions on their own wheels, over two temporary tracks laid for that purpose. The cars were then jacked up, the trucks, couplers and other underbody gear removed (except for the truss rods), the tracks were removed, and the bodies lowered onto wood blocks. Electric and plumbing lines were installed, and other facilities added to convert them to housing for the D&AE section crews and their families, a function they provided until the early 1980s.

The committee was formed at the direction of Museum staff to study the feasibility of acquiring and moving some or all of the cars to the Museum grounds at Campo. The committee's first task was to secure the permission of MTDB and the SD&IV Railway to remove the remaining original doors, marker lamp brackets, and other hardware to prevent their loss through theft or vandalism. Some original items have already been lost to theft over the years, including a complete set of cast bronze "lion's head" match scratchers from the walls of one of the cars. On May 19th, committee members successfully accomplished this task, and the removed parts are safely stored awaiting an eventual decision by the Museum's Board of Trustees on the feasibility of obtaining the cars.

Another task accomplished on May 19th was additional paint removal on several of the cars to determine both the original SD&A Railway numbers as well as their early owners and numbers. Most of these cars were acquired second-hand from the Southern Pacific Railroad in early 1916, and were used in passenger service to Agua Caliente, Mexico, Campo, California, and other points on the line as needed. Some hauled passengers as late as 1939, according to **Bob Hanft** in his book, SD&A - The Impossible Railroad. One or more of these cars may have been in the consist when S.P. inaugurated service on the new Southern transcontinental railroad to Tucson in March, 1880, or to New Orleans a year later.

The oldest of the five cars so far researched by Museum member **Blaine Lamb** in the archives of the California State Railroad Musuem at Sacramenta is SD&A #239, ex-Southern Pacific R.R. #1375, originally S.P. #51. This 115-year-old car, as originally built in June, 1875, was very ornate inside and out, and was one of hundreds hand-crafted by the Gilbert Car Works in Troy, N.Y. Gilbert was one of this nation's (and the world's for that matter) oldest rail car builders, dating back to 1830. The remaining cars date from the 1870s and 1880s, and carried SD&A numbers 232, 234, 240 and 247.

A heart-felt "Thank You" to the following committee folk who helped get this project off to a good start: **Mike Reneau, Cliff Pennick, Dick Pennick**, and new member **Kevin Kennedy**, who chose this particular project to initiate his active association with the Museum. A very special thanks also to member **Rene' Scheuerman**, who offered to kick in a sizeable cash donation to help see these venerable, historic cars preserved. If any other Museum members would like to be involved in this exciting project, or would be interested in contributing money at a future time to offset moving costs to Campo (if the cars are eventually acquired), they are encouraged to call or write **Dick Pennick** in care of the Museum Office, 2870 Fourth Avenue, Suite C, San Diego, 92103.



Two of the five wooden SD&A car bodies sitting on blocks and rotting near the Jacumba Depot. photo-R.Scheuerman




Car number of one of the Jacumba coach bodies above the door, Southern Pacific #1375. photo-D.Pennick

# Library News

By **Roy Pickering**

We have had another busy couple of months at the Library. Several projects have been worked on, such as; sorting and organizing of the magazine collection; inserting all of the **R.V. Dodge** slide collection into hanging slide holders that take up two file drawers; making acidfree file folders for the many public time tables in the collection and organizing them into file drawers; final organization of the book collection-next step is making catalog cards for each book; the continued input of the photographic card catalog into a data base-we are up to over 200 entries; the inventory of those boxes containing San Diego & Arizona Railroad files-there are over 50 boxes to be inventoried.

Over the Memorial Day holidays we sold hot dogs and lemonade at Campo and cleared over $400. Thank you to **John** and **Norma Abbott, Bruce Semelsberger**, and **Wayne Davis** who sold instant photos of visitors at Campo.

We are still looking for money to buy a copy machine. About $2,800 is needed to purchase a machine that will print 11"x17" and reduce and enlarge copies. Also still needed is a printer that is compatible with an IBM clone computer.

The following people have spent many hours on the above projects: **Bruce Semelsberger, Wayne Davis, Bob Underhill, Randy Houck, Laura Emery, Richard Diestel, and Eric Sanders.** Special thanks to all of you for your continued help. If any of the above projects look interesting to you and you would like to help give me a call (**Roy Pickering**, evenings, 462-3392) or stop by Tuesday evenings between 7 and 10PM or Saturdays 10 AM to 4 PM. So why not join the growing crowd and sort through history with us as we build the best railroad library in the southwest.

# New Member Welcome

By **Dick Pennick**

The continuing series of New Member Welcome & Orientation sessions will be held on the third Wednesday of July (18th), September (19th), and November (21st). Location for these get-togethers will remain the same: John Muir Elementary School, 69th and Mohawk, San Diego (one block northwest of 70th and El Cajon Blvd. park on Mohawk. We are the second building from the corner. Watch for the "New Member" sign at the corner.

These sessions are designed to be "one-shot" gatherings to provide useful information to new members, to help them become happy and active participants in the Museum's many and varied activities. Information packets are provided to each new member attending. All sessions begin at 7:30 PM and wind up by 9.

# 44-Tonner Colors

Remember in the issue-before-last, at the end of Bill Schneider's super article on the newly-acquired 44-ton switcher, you were asked to send your ideas on how this engine should be painted? Well, I want to thank those of you who responded. All four of you.

Responding were, **Alfred A. Lingo** of Stockton; **Robert A. Ramsey** of Arcadia; **Margaret Stahl** (a **Life** member) of La Mesa; and **Gary P. Sugg** of Glendora.

The votes were split right down the middle; two favored Bill's suggestion of a red-white-blue scheme; one suggested SP Tiger-striping but lettered for the SD&A; and the last was either to paint it back to the original owner's colors or something compatible with the SD&A scheme.

# Letter of Appreciation

In addition to our train rides, tours of the Campo plant, gift shop operation and a lot more, members of SDRM also make presentations to interested organizations around town, and we frequently receive very nice letters from these groups expressing their appreciation. It is not the intent to start a 'letters-to-the-editor' column, because this would take up too much space in our newsletter. This is just to let you know that Museum members are involved in community activities, promoting our Museum. The following letter is typical of the response we receive.

Dear Jim (Lundquist);

We want to thank you again for your presentation to our Clipper group last month at Trinity Presbyterian Church.

We all learned a lot about trains and the history of the development of rail travel in the San Diego area. You are a good representative of the Historical Society.

My wife, June, is a train fanatic, so our group will be visiting your Campo facilities in the near future (well, maybe in the fall when it is not so hot), and hope to see you there.

We are glad you brought Belinda and Justin. Justin stole the show! He is quite a character and we all enjoyed him.

Sincerely,

/s/Lew & June Ruback
Trinity Clippers

The Museum's Speaker's Bureau is always in need of members who enjoy telling others about railroad history in general and SDRM specifically. If you are interested in helping, call **Rene' Scheuerman** at 466-6500, or **Charles Alban**, 941-1397.

## ...more Interpretation...

Friday, July 27, 1990 @ 7 PM
in the La Mesa Depot

Interpretation Department Business Meeting
Monthly update, Planning, Debate and Video
Screening from the Collections

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Friday, August 10, 1990 @ 7 PM
in the SDG&E Auditorium, downtown

Museum Quarterly Business Meeting
Guest Speaker not yet Confirmed
More Information Will Be Forthcoming
Trainman/Guide Course Credit

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Wednesday, August 15, 1990 @ 7 PM
in the Museum's Library

Enrichment Briefing - San Diego Railroad Museum Organization and Plans
**Barney Barnier** and Staff
Trainman/Guide Course Credit

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Friday, August 31, 1990 @ 7 PM
in the Museum's Library

Interpretation Department Business Meeting
Monthly update, Planning, Debate and Video
Screening from the Collections.

# Passenger Car Safety Inspection

By **Jim Lundquist**

On June 9 & 10, the Museum hired **Steve Zuiderveen** of the DL&W Car Company of Scranton, Pennsylvania, to give us an independent report on our passenger coaches. Steve has worked as a private contractor for the National Park Service at Steamtown, California, the California State Parks at Sacramento Railroad Museum, and Valley Railroad in Connecticut.

On Saturday, June 9th, Steve conducted a field classroom discussion concerning the air brake systems, inspection of trucks and running gear, and conditioning systems, and a general overview on passenger car repairs and inspection, to ten Museum volunteers of the Mechanical Department. Steve's expert opinions and actual field examinations proved to be very valuable to us. The Museum started a conversion to a modern brake system (ABDW) for the SD&A coaches, and expects to be able to continue this work now. Steve also told us how to keep our other brake systems up to date.

On Sunday, with **Mike Reneau** and **Charles Alban**, Steve undertook a car-by-car inspection. He found several items needing immediate attention, and many more on an 'as-available' basis. He will file a written report to the Musuem.

We are most thankful to Steve for taking time out from his busy schedule to visit our Musuem and help make sure we can do the appropriate necessary work to run a safe and up-to-code operation.

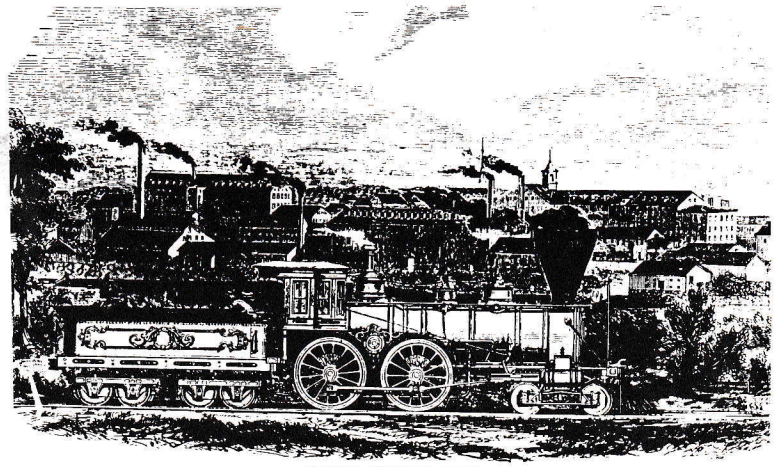
## ...more Excursions...

officialdom along the way that requires Spanish. The staff enjoys their work, needless to say, and looks forward to going every time. The continuity of the staff is a big plus on this trip, as everyone along the way is a friend.

The Excursion Committee is putting the finishing touches on two big trips this fall. BRITRAIL 90 is set to go, the reservations are made, the hotels are ready, our BritRail passes are waiting to be used, and we have room for a few more passengers. The trip will take us to London, York, Edinburgh, Inverness and Chester and many points in between. We will ride many major lines in England, Scotland and Wales, plus special steam train excursions. Our hotels are all first class, we have first class rail passes, and our airline is British Air, direct from San Diego. It's three fun-filled weeks of train riding, sightseeing, shopping and soaking up the culture of the British Isles.

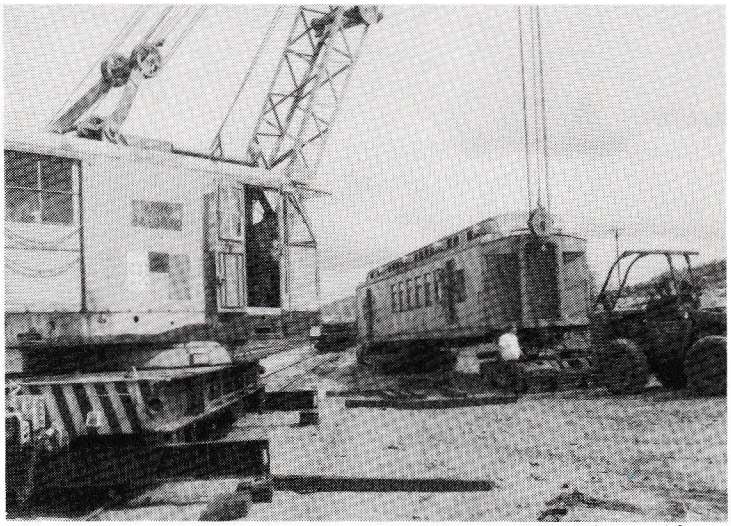
We will leave on September 1st and return the 22nd. We are also offering a one-week extension which includes the Orient Express to Paris for a couple of days and return to England for more visiting. The three-week trip includes air fare, hotels, breakfasts, BritRail pass, transfers, special excursions and tours, and a guide. The cost is $3,200 per person, double occupancy; the one-week extension to Paris will cost another $1,000. So, please join us. You will have a really wonderful time.

Our other big tour is a new one for us; our Museum's first **Tex-Mex** tour - the Alamo to Mexico. The tour will leave San Diego September 28th by air to San Antonio. From San Antonio we will transfer to Piedras Negras to board the first class Pullman to Mexico City. The tour will travel out of Mexico City to San Miguel De Allende for a look at colonial Mexico, return to Mexico City and return by air to San Diego on October 8th. There will be lots of tours and sightseeing with opportunities to visit Taxco, Cuernavaca, or Puebla. The fare is $1,395 per person, double occupancy, which includes air fare, rail fares, hotels, some meals and some tours. See the flyer for further details.

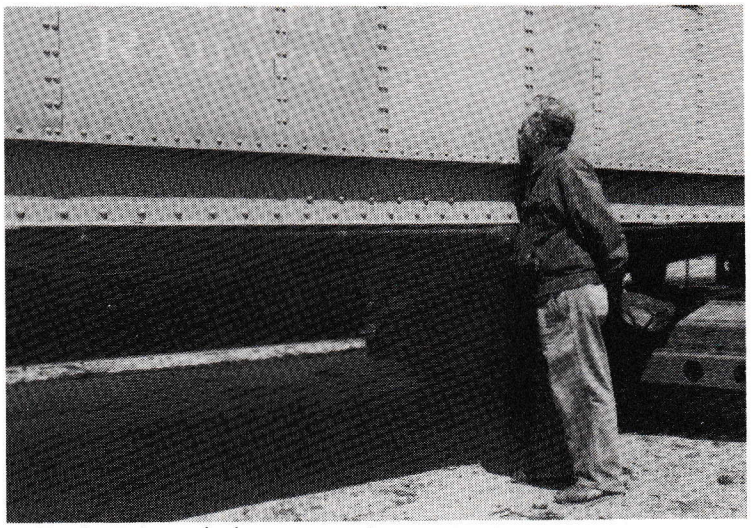


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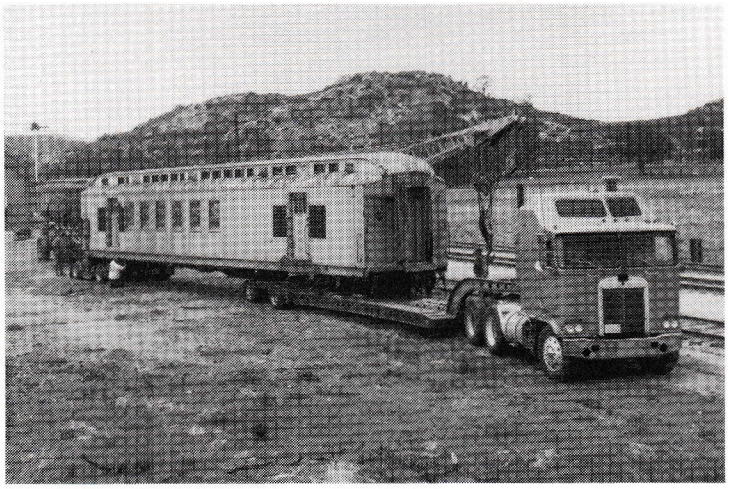
## ATSF #74 RPO Arrives At Its New Home — Photos by Dick Pennick



Unloading ATSF #74 at Campo, using the Museum's rail crane operated by **Vern Cook.**



**Herb Kehr** giving ATSF #74 a 'Welcome to Campo kiss' just after it arrived April 4, 1990.



Unloading ATSF #74 at Campo, using the Museum's rail crane operated by **Vern Cook.** The truck belongs to **Paul Goldstein,** who went to Houston, Texas, and brought this treasure back for us.




The Museum crew that unloaded ATSF RPO Car #74 at Campo April 4, 1990. Left to right, **Jonathan** (one of these days we're just going to have to get this fellow's last name), **Vern Cook, Herb Kehr, Cliff Pennick, Jim Hamill** and **Dick Pennick.**

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