



JUL-AUG 1990

REPORT

NO. 224

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

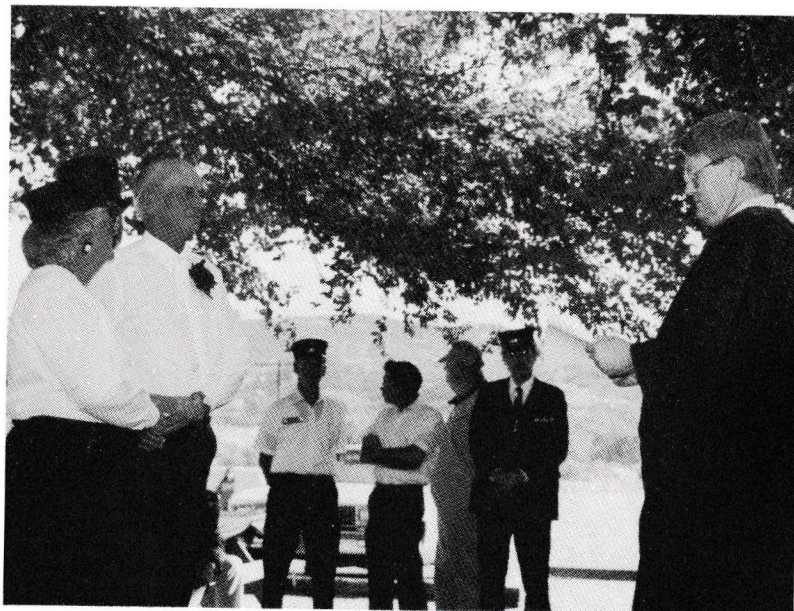
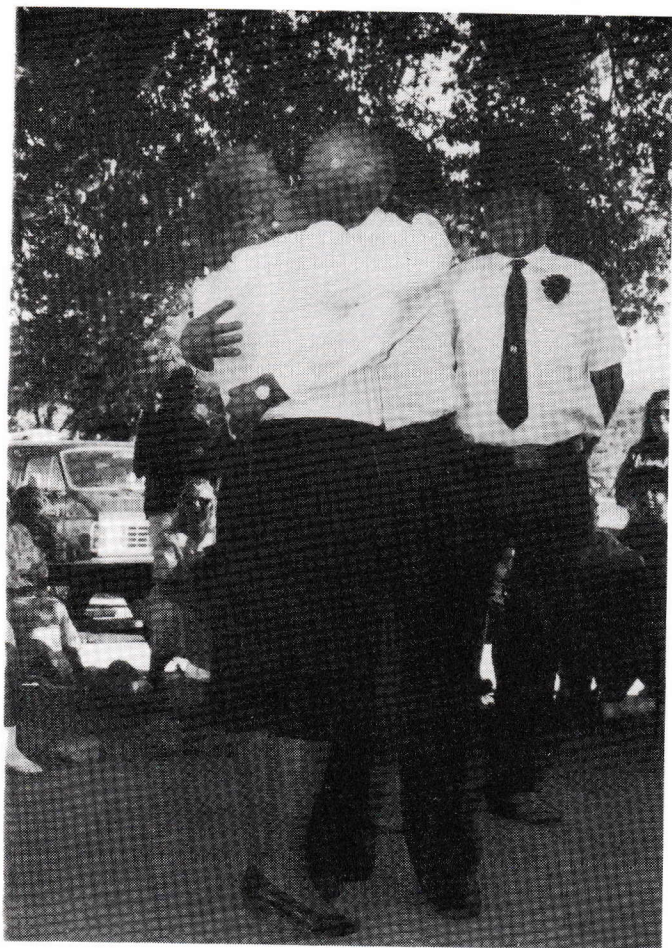
WEDDING BELL AT CAMPO



And you thought all we did was give train rides!!! Guess again - we had a wedding at Campo on Sunday, September 2nd. Members Carol Curry of Tierra del Sol and Gaylen Dyreng of San Diego tied the knot, not only in the presence of the regular array of witnesses, but also to the delight of many others that thought they were coming to Campo just to ride our train. The ceremony was conducted by San Diego Municipal Court Judge, Larry Sterling. Others in the wedding party

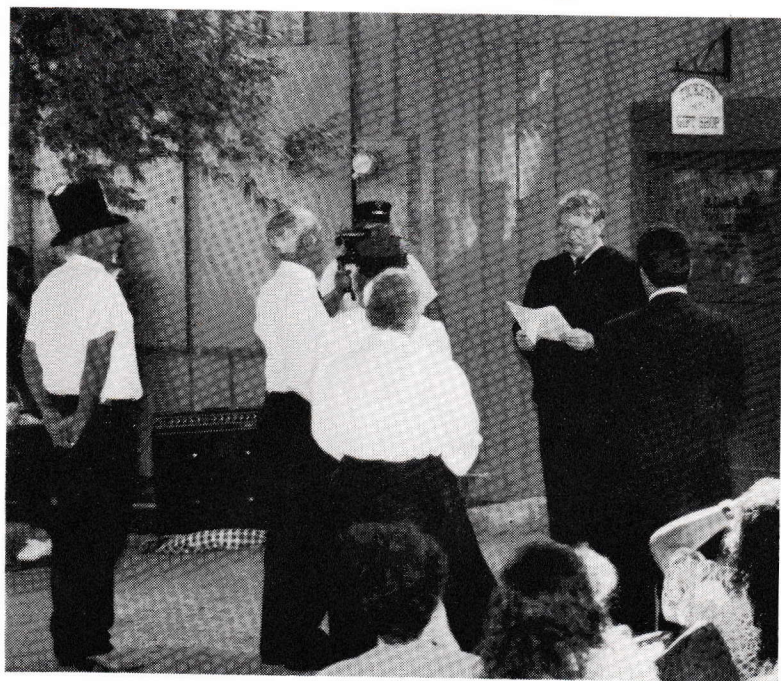
were, left to right, Maid of Honor Martha Smith, one of Carol's school chums from Harrison, Michigan; David Curry, Carol's son who gave the bride away; and behind Gaylen, wearing the funny hat, Don Getz, best man. After the ceremony, the couple took off in their motorhome. Some say they went to Idaho, but nobody seemed to know for sure. Best wishes for many years of happiness to the newlyweds.

photo-r.pennick



BY DICK PENNICK

MORE WEDDING PHOTOS



PAINT CHIPPIN'

by NORM HILL, Head Paint Chipper

Santa Maria Valley Railbus: Harry Hurry is leading the restoration of our Museum's railbus. Charles Alban, Paul Bortell, Bob Haney, Jim Hamill and Norm Hill have all worked on the vehicle. The whole undercarriage has been painted glossy black. The old wood flooring has been removed and expertly replaced. The car's metal sidepanels have been removed and will be rebuilt exactly like the original metal panels. Our friends at La Mesa Milling reproduced the exact wood roof paneling and the floor boards. The roof has been repaired with the new wood already. The Railbus is being restored for our Museum's entry in the 1991 California Railroad Museum Railfair. Additional workers and financial help is always most welcome.

#1303 Lounge Car: Some very nice work has been taking place on our Museum's former Santa Fe Lounge Car. Dick McIntyre has built two brand new vestibule trap doors and trap door release mechanisms. The trap release is an exact duplicate of the one built for the car sixty-some years ago. Dick never ceases to amaze us. He has also completed more metal repairs on the sides of the car. Ted Kornweibel, Frank Stites, Ray Lethbridge and Norm Hill primed the wood windows. Someday this car will be a lounge car on the front of our Tourist Train.

Fruit Grower's Express Reefer: Work on this car has been proceeding very well during the past few months. We are now stripping the paint on the car's second side, which is the last part of the car to be done. Our goal is to remove all of the old paint on the sides, ends and doors, then repaint and letter it in its 1940 era paint scheme. Steve Norris, Ken Faller and Norm Hill have done all the recent paint removal and paint prep. Ted Kornweibel, Frank Stites and Ray Lethbridge primed more of the car's side.

Open-Air Cars #350 & #351: Paul Bortell, Jim Hamill and Bob Haney continue to improve our former military hospital cars. More side windows have been opened and more ceiling holes have been covered over.

Carrizo Gorge #050: Olivia Neece still comes all the way down from Los Angeles to work on our wooden private car, Carrizo Gorge. She has removed more of the old paint on the paneling in the hallway. She then oils it and it looks really super when she's finished.

Southern Pacific Caboose #644: Tom Travis has again done something really super. He has donated another \$100.00, for new milled (1x4 tongue and groove) wood siding. Tom is currently living and working for the U.S. Navy in Italy. He was a very active, hard working member when he lived in San Diego, and he really is missed. Thank you again Tom, your gift is appreciated and it somehow feels like you are a lot closer to our restoration projects and Campo. People like Tom are an inspiration to our restoration folks.

STEAM WHISTLING

by LARRY WILLIAMS

Robin Becker has been appointed to the newly created position of Superintendent of Steam. In this capacity, he will serve the needs of the Steam Operations group similarly to the long established Mechanical Superintendent for the Museum.

Assisting Robin in administering the steam program will be four other members. Dawn Shaffer will be Project Manager and will identify jobs to be done, see that they are assigned to team members for work, and then follow up on completion along with a full written report with drawings and pictures as appropriate.

Jim Lundquist has agreed to assume the duties of Operations Supervisor. Jim will be overseeing steam locomotive crews in actual operation to insure safety while under way.

Larry Williams is assuming the role of Instruction Coordinator. This dual role will involve classroom training in the form of lectures on the theory of steam locomotive construction, and secondly to coordinate the cab crew training during steam power operations. He will also work with the fund raising committee of the Museum.,

A Maintenance Supervisor to see that the scheduling of necessary upkeep of the steam locomotives is yet to be named.

The assembled steam group also established a series of goals, issues, and projects to carry them into the foreseeable future. The team established as its primary goal the providing of a steam locomotive for the operations of the Museum in order to increase visitors and ridership.

Follow-on goals of proper training, safe operations and complete maintenance of equipment to meet current standards were included in the plans.

ST. JOSEPH TERMINAL RAILROAD CO.
D. A. JACKSON, Supt. Terminal, 803 So. 4th St., St. Joseph, Mo. 64501
Terminal road at St. Joseph, Mo. Operated for switching purposes only. Trackage, 11 miles. March, 1970.
TOFC RAMP at St. Joseph, Mo.
Connections.—At St. Joseph—With all roads diverging.

CAR BARN/DISPLAY BUILDING

by CHARLES ALBAN, Project Manager

Progress has been slow since the last report. We still have not received a complete and usable set of foundation drawings from the civil engineers, Derek Ilott & Associates. These are expected the week of August 27th. When we receive the drawings we will then apply to the County of San Diego for the building permit, which will probably take another 3-4 weeks.

Work on the foundation then should be able to begin in October.

OPERATIONS - FIRST HALF OF 1990

by RENE SCHEUERMAN



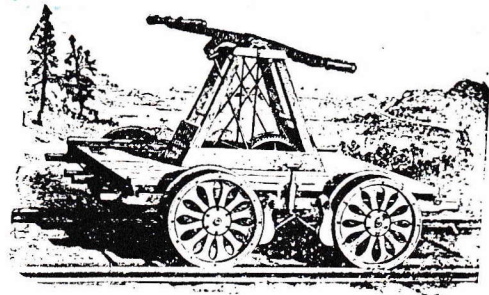
RENE SCHEUERMAN

Ridership so far this year (Campo-Miller Creek) showed the best June ever, a total of 1,621, although the first half showed a total ridership of 9,668 as compared to 11,108 for the same period last year. Best estimate of number of riders for Campo-Carriso Gorge - 125: Campo-Jacumba - 434: and Student Appreciation Days - 3,000.

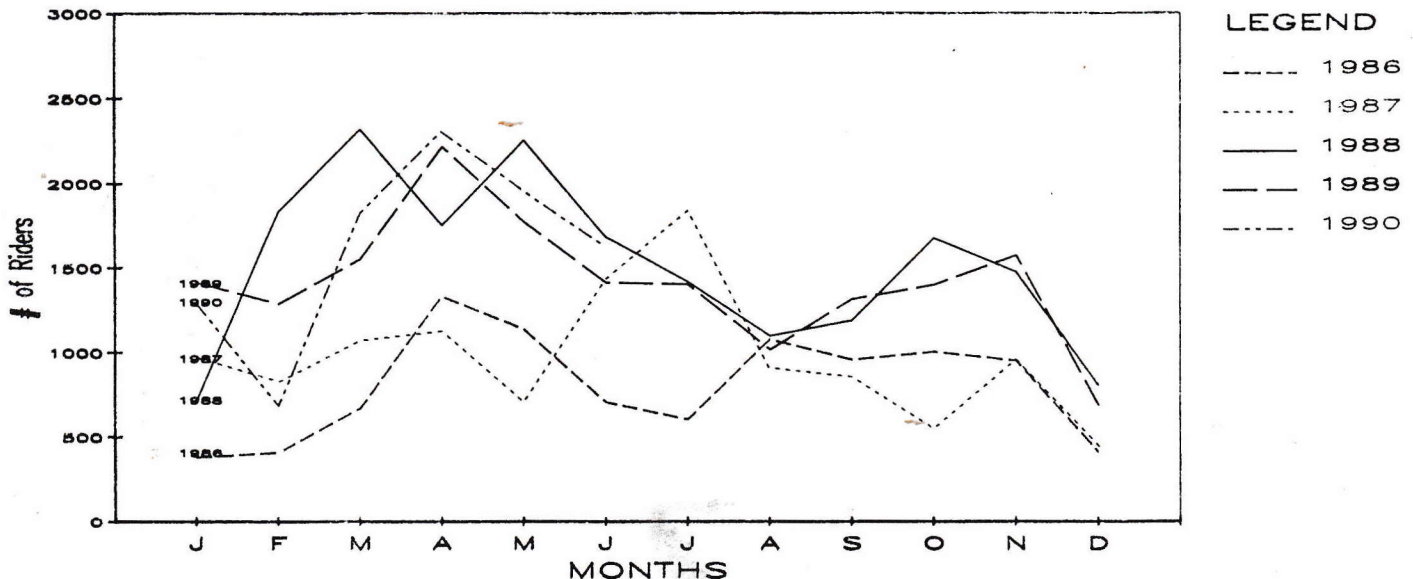
In addition to a more aggressive, ongoing advertising campaign to the general public, I suggest the following: Installation of one of our two water tank "kits" on the old foundation at Miller Creek, so that it would at least look like a destination to our passengers. However, many people tell me that they will come out to Campo when we run steam on a regular basis, little realizing that this will necessitate higher ticket prices just to break even. Sources of funding, however, have barely been explored, such as County, State, Federal, and commercial. Unfortunately, we have still not found a suitable person for this position. Likewise, with regrets, the Board has accepted the resignation of Henry DeVries, who headed our Public Relations/Advertising Committee.

The decade of the 90's may offer Operations additional routes, such as Santa Fe San Diego depot south; Tijuana to Tecate; Campo to HiPass/Jacumba/Carriso Gorge; Jacumba through Carriso Gorge and/or beyond.

Some passengers have stated that the present trip is not long enough, although it was the second longest tourist trip in this state, after California Western Railroad. The San Diego and Tijuana locations are better able to tap into the millions of tourists and conventioners flooding San Diego every year, while Carriso Gorge has the most awesome scenery. The possibilities are exciting, and time will tell.



SAN DIEGO RAILROAD MUSEUM
SAN DIEGO & ARIZONA RAILWAY
Passenger Ridership 1986 - 1990
CAMPO TO MILLER CREEK



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1986	382	411	671	1333	1136	706	605	1079	957	1003	950	413	9646
1987	971	829	1071	1128	706	1433	1840	912	854	549	955	445	11693
1988	723	1836	2320	1754	2254	1683	1419	1097	1189	1675	1474	805	18229
1989	1411	1287	1551	2214	1774	1411	1401	1014	1313	1397	1571	684	17028
1990	1284	684	1825	2302	1952	1621							9668

FUTURE EXPANSION OF OPERATIONS, SANRAIL, ET AL

BY RENE SCHURMAN

Messers. Kerr and Eikel have expressed the worst case scenarios over the SanRail proposal, and while I agree with all their reservations about such a proposal, I would also like the board to consider the best case scenario.

Professional mechanical and cosmetic restoration of six passenger cars in a timely manner.

Upgrading of the Campo gym to a serious car and locomotive repair shop.

Several hundred thousand dollars of extra income per year.

Considering the years since RailFair, the Museum has made very little progress in most areas, except acquisitions, due to the bulk of our funds having to be used to pay debts incurred by RailFair. Now we are being asked to indebt the Museum for \$40,000, with no predictions as to when this outlay can be amortized. I echo the words of our Executive Director, "Where's the money going to come from?" Utilizing Chop Kerr's ridership figures for the first half of 1989, the increase in ridership for the first half of 1990 is only 276, about the number of riders we get in one day at Campo, so I stand by my contention that Miller Creek ridership has plateaued out, barring more advertising or the addition of steam operations. Likewise, the difficulty in staffing train crews, or in having timely car maintenance performed, points out that we probably have gone as far as possible in relying on volunteers only, and that subcontractors, or paid professional staff are needed.

Financially, I can see no way to take our next giant leap forward without a paid, for profit organization, or at least a considerable number of paid employees. We cannot tap into the summer convention and visitor market without running daily trains, and we do not have volunteers for that, either to Miller Creek, or anywhere else.

It may be significant to note that NO passenger car has been restored since RailFair, and I would suspect that we are having difficulty in maintaining the cars we have: broken seats, missing hardware, inoperable doors and windows, no safety gates over end doors in vestibules, etc., indicating a need for paid staff, or at least more functional and attractive repair facilities. The penny-wise, pound-foolish approach to car maintenance will always be haunting us when extra cars are needed for special occasions.

If all the objections to SanRail (or any similar proposal) can be satisfied, then I hope that the Trustees also give as much consideration to the benefits.

Utilizing Mr. Kerr's figures for January-June 1989, April ridership would have had to have

been 1,957, which is too low for the gross revenue for that month of \$16,308.50. Subtracting \$1,717.00 for the Student Appreciation Days, at one dollar a head, leaves \$14,591.50. June gave us the highest ticket price per passenger of \$6.59, and dividing \$14,591.50 by this amount gives us 2,214 passengers for April. Comparison of the first eight months of Operations, Campo-to-Miller Creek, are below:

	1989	1990
January	1,411	1,284
February	1,287	684
March	1,551	1,825
April	2,214	2,302
May	1,774	1,952
June	1,411	1,621
July	1,401	1,305
August	1,014	1,335
Totals	12,063	12,308

Operations Wish List:

Canadian National is selling GMD F-9 A and B units for \$50,000 and up: MLW (Alco) FP-A4s and FP-b4s for \$20,000 and up: Thirty coaches for \$50,000 and up.

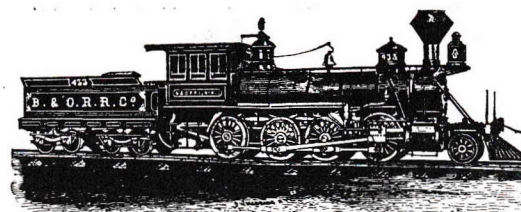
Illionis Railway Museum, Union, Illinois, is selling Wabash/N&W modernized heavyweight coaches. They will also donate a CN&W wooden body RPO-Combine to a good home.

WANTED!!! Dead or Alive

The Museum is looking for someone to work part time in our soon-to-be El Cajon Transit Center location. We are presently talking with MTDB regarding the opening of a Gift Shop/Snack Bar in the center on Marshall St.

This person would act as support to the Manager with sales, and promote the Museum to transit passengers.

If you are interested, please call Bobbie at the Museum office, 291-9220, between 10 AM and 4 PM, weekdays.



The Cooke Locomotive and Machine Company,
PATERSON, N. J.

VOLUNTEER OF THE MONTH

Each month, our Executive Director, **Barney Barnier**, selects one of the Museum's more active volunteers, to be recognized as "Volunteer of the Month". The person selected is listed in the monthly Hot Scoop, a special newsletter sent to those actively involved in Museum efforts. Since the members selected for this honor have been those who put out extra effort to further Museum goals and tasks, it is felt that all of the membership should be aware of these people, so they will be included in the Report as well.

In order to catch up on at least some of the past honorees, those named from January, 1990 will be listed this time, then the current two, since the Report is bi-monthly.

January, 1990: **STAN PAULSON**: Stan drives all the way from the LA area to help us get our motive power back on line (among other things).

February, 1990: **The Entire WOLFGANG Family**: This bunch is incredible, and each and every one puts in time and energy at Campo, and even brings in extra help. Lou even talked his wife into helping when we painted the Campo Depot. Congratulations to Lou, Deborah, Barbara, Brenda, and their friend Angela. Thanks, gang.

March, 1990: **BOB HANEY**: If you remember, on the trip back from the Gorge, I asked everyone on the car if they would be available to next day to help with track. Bob was the only one who would accept responsibility for removing the track in time for grading. And he did it! He did much of the work alone, and finally in the afternoon, help arrived and the job got done. Thanks, Bob. You have the right spirit.

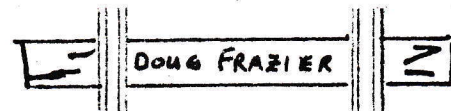
April, 1990: **MIKE RENEAU**: This guy is the best of what a volunteer is all about. Shows up, ON TIME, helps anybody who asks, and runs the Operations Department when David DiGiorgio is not available. AND, you almost never hear him complain. Congratulations, Mike, and THANKS!

May, 1990: **STEVE LINK**: Steve has spent a great deal of time on the ALCO, and as of May 19th, it was running. It still needs Main Line trials, but between Steve and Stan Paulson, it runs again! Thanks, Steve.

June, 1990: **DENBY JONES**: Denby has on many occasions answered the call for extra work without complaint and with great personal sacrifice of time with his family. He was instrumental in making sure the Peary was ready to go to San Diego for use by the MTDB during the opening ceremonies of the Bayside Line. Thanks again, Denby.

July, 1990: **ROBIN BECKER**: Robin recently changed employers and his work hours have increased, but he still finds time to lead the Steam Department forward in their quest for a working engine. Thanks, Robin, and thanks to his wife Sue, for her understanding and support.

BUY-A-TIE



Doug Frazier picked up a 'Fourth-of-July' tie, but otherwise pickin's were pretty slim.

In reading some of the other articles in this issue, you might notice that we are being given several batches of rail from around the area, some from as far north as Orange County, where our members up there have been putting a lot of effort preparing the rail for transport to Campo. Gotta have ties to nail the rail to, folks, so **PLEASE HELP US**.

The 'Paul Bunyan Toothpicks' are still a bargain at \$15.

'SURPRISE, THE EDITOR DOESN'T WALK ON WATER'

First, my most sincere apologies to LIFE Member **Walt Hayward**. In Report Issue #222, in the article about our Annual Dinner, I gave Eric Sanders what must have sounded like credit for single-handedly writing the original by-laws for the Pacific Southwest Railway Museum Association. I have been well informed that this is not true. Eric surely had a hand in it, but the task was handled by a committee headed by Walt Hayward, who, in addition to chairing the committee, pulled all of the ideas and suggestions together and put them in by-law form that was eventually adopted by the Museum. Many thanks to Walt not only for this task, but for many other instances of support to our Museum, and again, I'm sorry for the error.

Second, I have had occasion to mention a member of our Steam Team twice in recent issues, and in both instances, had to use only his first name because I didn't know his last, nor did the people who had submitted the articles. At long last 'Jonathan' has a last name, and it is Howard...**JONATHAN HOWARD**. Again, my apologies, and also my thanks to Jim Lundquist for solving this mystery.

August, 1990: **KEN GARGES**: Ken is my choice for our Main Man for this month, because of the wonderful effort he is making up in Glendale, and for all he has done in the past without any recognition. Ken has been procuring track trim for us for years. Thanks again, Ken.

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

!!!SORRY WE'RE SO LATE!!!

The Executive Director, Barney Barnier, and I offer our most sincere apologies for the lateness of this issue of our Report. We wanted to hold off so as to be able to include the artist's rendering of our new Car Barn and Display Building, thinking at first that we would only be 1 or 2 weeks late. We felt that this delay would be more than justified if we could show you what the new building was going to look like.

Well, one thing led to another, actually one WEEK led to another, and with the universally inherent and ever popular 20/20 hindsight, we can now say, "We should have..." (I'm sure you can fill in the rest).

Since this issue is so late, the next one will be delayed a little too so that it won't be such a short and newsless issue, although it is not intended to be any later than a couple of weeks at most.

Again, our apologies, and thank you for your patience.

MESSAGE FROM THE EXECUTIVE DIRECTOR

Our long awaited display building is nearing final plan approval by the County of San Diego, and then construction will begin. An artist's conception of the building's appearance during phase one is on the following page, and a detailed floor plan will appear in the next issue.

This building will evolve somewhat during the various phases of construction. For example, the track shown coming out of the building during this first phase of construction will be found to the left of the building as additional sections of the building go up. A passenger platform will be installed to the left of the big door, along side the building to allow us to bring our Museum visitors up from the Depot by rail! The big door will be removed and the building will have a smooth front. These variations are necessary to accommodate our existing track, and I will publish more drawings as I am able to convince the artist to make them. I would like to take this opportunity to thank **Charles Alban**, the project engineer, for the tremendous investment in time he has put into this building. He is still on the job, dealing with the bureaucrats, the vendors, and keeping staff up to date on progress. You are doing a super job, Charles, Thank You!!!

Staff is still working on the floor plan, and we will publish it as soon as it is finalized. The building will hold four tracks, and will allow space between the equipment for aisles, viewing ramps, and some floor exhibits. **Rich Borstadt**, our

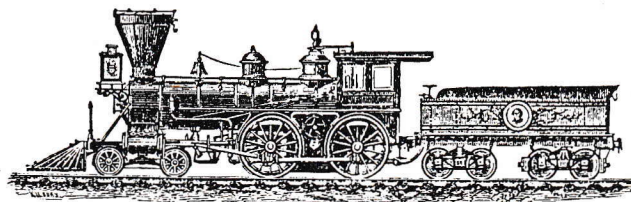
Superintendent of the Interpretation Department, is hard at work cataloging artifacts and planning exhibits.

Our Track Department certainly has it's work cut out for itself. **Paul Westover** discovered Santa Fe was scrapping out rail down on Harbor Drive, and went after a donation. After the proper letters were written, the donation was approved. Then **Don Getz** arranged for the donation of truck transportation from **R.E. Hazard** (heavy-duty thanks are due here, because this was NOT their first donation!). **Wally Barber** assisted us with loading equipment, and Don and I unloaded the rail at Campo. We now have about 2,000 feet of 110-pound rail for the east entrance in stock at Campo! Paul will be putting together a track laying party under the direction of Roadmaster **Jim Rassmussen**, so if you are into track, sign up with Jim or Paul.

While I am on the subject of track, I would like to tell you about the neat feat our Los Angeles members have pulled off in Glendale. **Ken Garges** and **Dick Rogers** arranged for a donation from Southern Pacific, of a 400-foot industrial siding, to our Museum. Of course, the deal meant we would have to remove the rail ourselves. Well, Ken and Dick spent many weekday mornings lifting spikes, and removing joint bars, and on Saturdays were joined by **Dennis Percy**, **Tom Van Wormer**, **Carl Pfitzing**, **Stan Paulson**, **Tony Neese**, **Fred Perry**, **Roger Garrett**, **Matt McMenamin**, and his friend, **Rick Fisher**. I was able to borrow a flat bed truck, and with the help of my son **Bob Barnier** and his friend **Jerry Fields**, we loaded and moved 150 good ties to Campo on two Saturdays in September.

We are now working on a donation of a semi-trailer to move about 12 tons of 90-pound rail to Campo from Glendale. I would especially like to thank **Dennis Percy** and his lovely wife **Judy** for hauling a whole trailer load of tie plates, spikes and joint bars all the way to Campo. Also **Matt McMenamin** and his friend **Tammy** for hauling 6 switch stands donated by **Doug Klaas**. Doug has indicated there will be four more coming. Thanks Doug.

THE HINKLEY & WILLIAMS WORKS,



552 Harrison Avenue, Boston,

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JARVIS WILLIAMS, Treasurer and General Manager.

SAN DIEGO RAIL

NEW CAR BARN AND

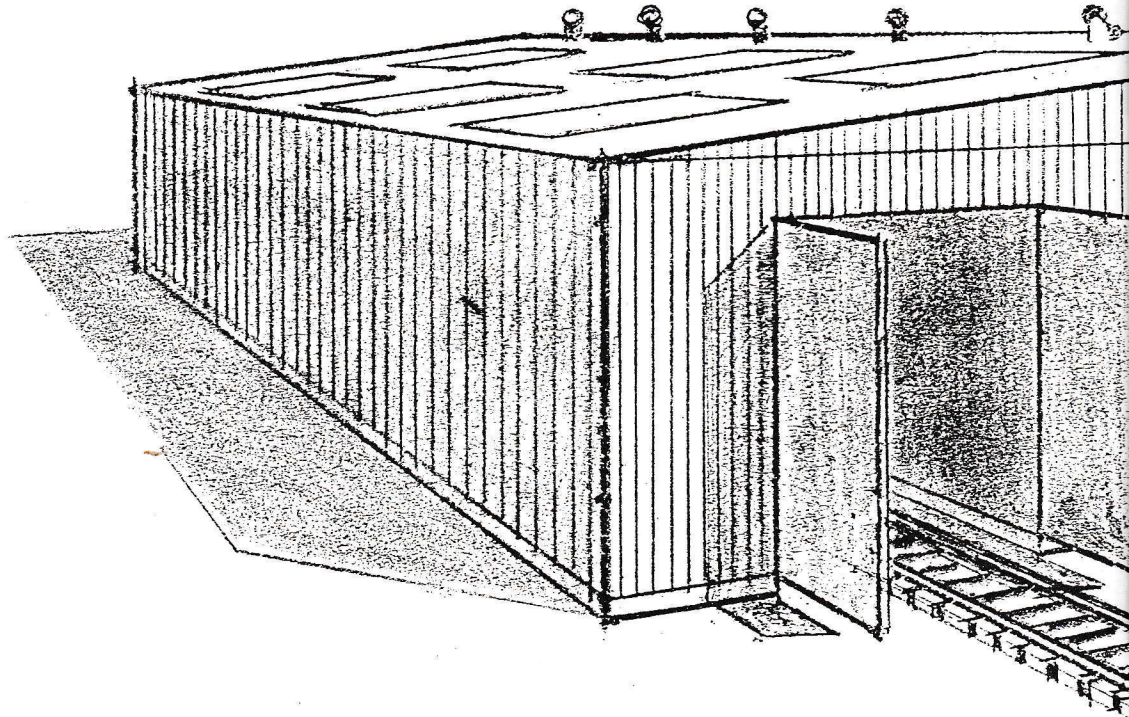
CAMPO, CALIF

WE NEED YOUR HELP TO

TOTAL COST - A

CALIFORNIA PARKS & RECR

SHORTFALL THAT WE ARE ASKING OUR



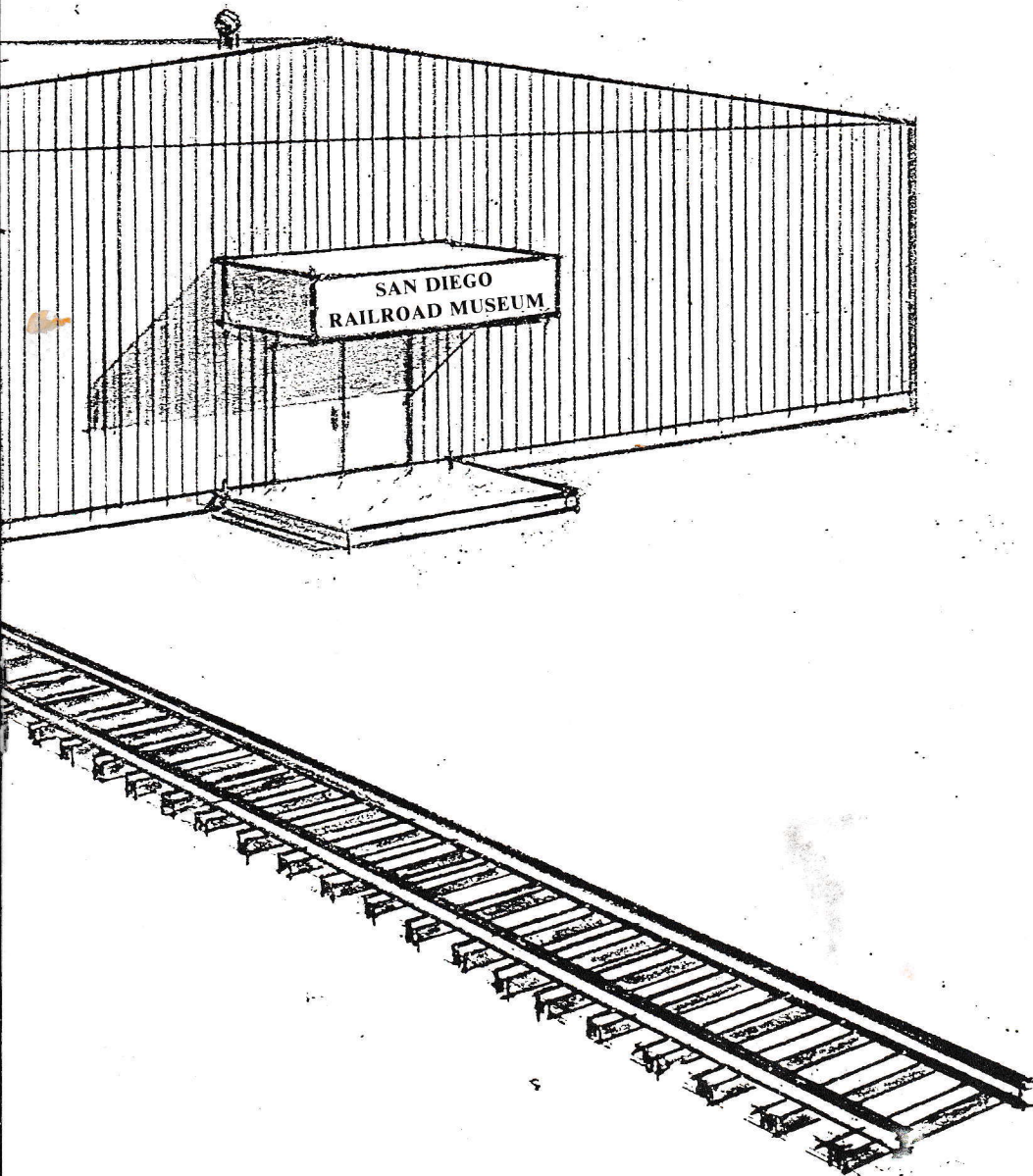
PLEASE SEND DONATIONS TO OUR MUSEUM OFFICE
2870 FOURTH AVENUE, SUITE C
SAN DIEGO, CALIFORNIA 92103

RAILROAD MUSEUM'S

DISPLAY BUILDING

CALIFORNIA 92006

MAKE THIS A REALITY
ABOUT \$150,000
FUNDATION GRANT - \$100,000
MEMBERSHIP TO HELP WITH - \$50,000



LIBRARY NEWS

by ROY PICKERING



The last couple of months have been both productive and successful. The Museum was able to purchase a NEC 360 Spinwriter e-l-f for only \$100. This has made our computer much more productive.

ROY PICKERING We have received several donations; the most recent being adjustable shelving designed for periodicals, a big THANK YOU to **Ted Kornweibel** for keeping his eyes open. His church, College Avenue Baptist Church, made this donation. However, we still have to put it into temporary storage as we do not currently have space for it in the library facility.

Another big THANK YOU to the following people for their donations of books and magazines; **Bart Bishop**, **Ms. Coral Schrock** (on behalf of the estate of **Earle** and **Anida Swaine**), **Mrs. Paula Straw**, **Bob Underhill**, **H. Chalmers Kerr, Jr.**, **Claude R. Parrent**, **Cy Ellsworth**, **Jim Mills**, San Diego State University Love Library, **Ms. Hytten**, **Mr. Lyttle**. Thanks also go to **Jack O'Lexey** for his donation of a large movie screen. Without generous people like you we would not have such a great library.

We are still in the process of inventorying the SD&A collection, and here, thanks go to **Bruce Semelsberger** and **Laura Emery** (Laura even got her husband Kevin to help). Bruce has been working with the San Diego Historical Society to coordinate our efforts of inventorying the SD&A collection with theirs. The post card collection has been sorted by railroad and we have over 1200 different railroads represented. **Randy Houck** has been working hard at sorting the thousands of magazines we have. He has completed Trains, Model Railroader, and Railroad Model Craftsman. Thanks, Randy for hanging in there. **Bob Underhill** has been working on the corporate magazine collection, and **Pat Hayes** has been helping sort and file the Public TimeTable collection. Many thanks to you both. **Wayne Davis** continues to input photographs into the database; it is proving to be invaluable later in trying to locate the photos. Thanks, Wayne. We have also begun to encapsulate tickets, passes, transfers, postmarked envelopes, and stamps, to store them archivally and make it easy to view them without damage.

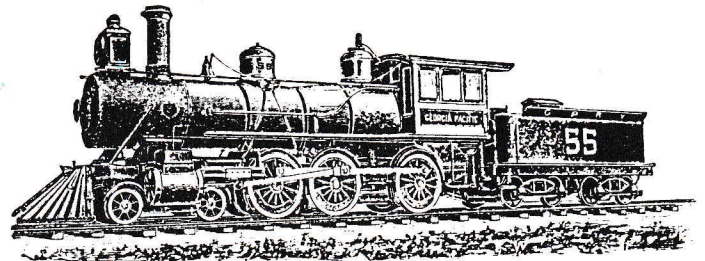
In late October we will have a meeting to discuss the formation of a "Friends of the Library" group to assist us in raising money. If you would like to help in any way please call me (**Roy Pickering, evenings**) at 462-3392, and I will let you know the date of this important meeting.

Library hours are Tuesday evenings, 7PM to 10PM, and Saturdays, 10AM to 4PM.

October 6th and 7th is the La Mesa OKTOBERFEST and we will once again have our

bake sale, hotdogs and lemonade, at the La Mesa Depot. If you can help with baked goods, please give me a call. Let's have another successful sale this year.

This past March, one of our members, **Thomas Brady**, passed away. He retired from the San Diego & Arizona Railroad several years ago, and had collected many railroad books over the years in his travels. I would like to thank **Mrs. Brady** for thinking of the Museum in her time of sorrow. Many of us knew Tom and we will all miss him.



LOCOMOTIVE 2353

by ROBIN BECKER

Mark Pittman, a restoration cost estimator from Shop Services, Inc., of Mt. Pleasant, Iowa, was present at the regular meeting of the Steam Restoration group on the third Saturday of April. Mark was invited to give the Museum an evaluation and estimate relating to steam Locomotive #2353.

The Steam Team members eagerly followed Mark's every move and every word as he gave the old Baldwin-built ten-wheeler a thorough inspection which even included spot checking the metal in the boiler with a portable ultra sound unit.

The much-anticipated report from Mark has arrived and is now being studied in detail. First reports are that the findings are mostly positive. Mark cites the fact that the locomotive had been well cared for over the years and would require only basic repairs and restoration to be fully operational under FRA standards.

In brief, he said that the boiler will require only basic repairs to the firebox, some stay bolt work, and installation of a new set of tubes. The undercarriage is in good condition, requiring only restoration work. The most effort will be with the cylinders, valve gear, and side rods.

The brake system will require restoration work, mostly in the bushings of the rigging, and some new brake shoes.

The restoration proposal from Mark and Shop Services, Inc., carried a cost estimate of approximately \$112,000. This dollar amount included much work that can be done by the Steam Team members.

The entire project involving Locomotive #2353 is now under review by the Steam Locomotive Restoration and Operation Group.

GETTING INTO TRAINING

by **DICK RUPPERT**, Director of Volunteer Training

There are a number of changes under way in the training program. The biggest changes are in the Trainman/Tour Guide program, which is now being led by the Interpretation Superintendent, **Rich Borstadt**. There are some other changes underway, including a new program for our volunteers whose primary interest is mechanical work and Museum yard switching rather than mainline operations.

How Do I Get Started? is a frequent question and the answer is "Easy!" There are several ways to begin. The best first step is to attend **Dick Pennick's** New Member Orientation at the Museum's Library Facility (69th and Mohawk, in La Mesa) on the third Wednesday of alternate months. If you've been thinking about getting involved, now is the time, and Dick can help show you the way.

Another way to start is with on-the-job training as a Trainman or Tour Guide. You work with an experienced Tour Guide while you learn how to interpret our Museum collection, and railroads in general to our visitors. While you are acquiring experience on-the-job, you also attend some of the classes led by **Rich Borstadt**. You can begin at Campo (call **Mike Retz** at (619) 466-8808), at the La Mesa Depot (**Margaret Barksdale**, (619) 464-0061) or on the Sunday Trolley specials (**Bruce Semelsberger**, (619) 264-7282).

For those who are mainly interested in the mechanical aspects of the Museum and yard switching rather than interpreting the Museum to the public and mainline operations, the way to start is with the Brakeman class described next.

A Brakeman Course covering railroad safety, operating practices, brake operation, railroad rules, whistles, signals, and flags, is scheduled for Saturdays, October 20th and November 17th. It meets at 9:30 AM in the Crew Lounge in the carshop at Campo. This two-day course is intended for those who have been Trainmen/Tour Guides for about six months or more, or for those who have been working actively in the mechanical or restoration departments. The materials fee is \$10.00. Call **Dick Ruppert** (619) 459-2573, for information and to sign up.

The Steam Team continues each month on the third Saturday, at 9:30 AM in the Crew Lounge. This course really puts you inside the workings of steam locomotives. After the morning session, the class gets practical hands-on work with our roster. Materials fee is \$6.00, for notebooks. Join any time; your help is needed.

QUESTIONS ABOUT TRAINING?

CALL **DICK RUPPERT**, (619) 459-2573.

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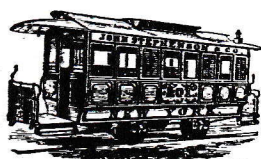
SANTA FE RAIL DONATION

Santa Fe Railway Company has once again come through with a super donation, this time in the form of 110-pound rail - 2,000 lineal feet of it - enough to lay 1,000 feet of track somewhere. The donation also included joint bars, tie plates and a switch stand which someone referred to as a 'Midget' switch stand.

Additional thanks go to the R.E. Hazard Company for donation of several trucks and drivers to make the haul from downtown to Campo (a total of five loads were moved), and to **Wally Barber** for the use of his "Snake", himself as operator plus two laborers to load the rail.

Again, many thanks to all involved in this terrific donation. It will be used to help complete the East Lead from our yard throat to the main line.

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SOUTHERN PACIFIC RAIL DONATION

Another outstanding donation of rail is in the works as you read this. Southern Pacific has given SDRM 800 feet of 90-pound rail (400 feet of trackage), including a switch and a split rail derailler. All of the materials are coming from a deactivated siding in Glendale.

Members of our Los Angeles Contingent have been working during the week to remove joint bars and pull spikes, to get the rail ready for transport to Campo. The crew is headed by **Ken Garges** and **Dick Rogers**. This super 'find' was made by our acquisitions director, **Roger Garrett**, who has made a habit over the past few years of coming up with some real gems.

The preparation work is about half finished as of this writing, so arrangements will begin soon for transportation.

Our Executive Director, **Barney Barnier** borrowed a company truck from his employer, U.S. Air, and brought back nearly 100 used but usable ties earlier this month, and says that there are at least that many more that he will return for in a week or two.

Some of this rail will probably be used to finish the east lead, and the rest to start trackage toward the new display building.

Once again, thanks and then some to Southern Pacific for this wonderful donation, and our Museum members in the LA area for their efforts to bring it home.

AROUND THE INTERPRETATION DEPARTMENT

by RICH BORSTADT

Business Meeting: The monthly business meeting for the Interpretation 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 a quarter) on the last Saturday at 10:00 AM at Campo, in the car-barn crew lounge.

The September quarter-end meet at Campo will be a special one that even members not regularly or directly involved in interpretation may want to mark on their calendar for Saturday, September 29th. Following the 10:00 AM business meeting, planning session for Campo Depot area interpretive development and a lunch break, the afternoon will offer an exploration of old Campo Lockett. Meredith Vezina, Director of the Mountain Empire's Stone Store Museum, will conduct a walkabout of the old cavalry post with some insights into its surviving features and military ties to the railroad. Those who have gone through the Trainman/Guide Course in the past, will recall Meredith's presentation on the general history of the area and know what a treat this promises to be for those with historical interests. If you can't make the morning session, you may join this walking tour at the Gaskill Brothers' Stone Store Museum in Campo at 1:00 PM. For those active in interpretation, this will provide a wealth of solid material for your discussions with our visitors. Those wishing to attend may car pool from the La Mesa Depot departing at 8:45 AM.

Research: The near completion of initial cataloging of our SD&A original documents at the Museum Library has made it possible for us to begin exchanging information on our holdings with the San Diego Historical Society which has a related collection of early SD&A materials. They have been engaged in cataloging their materials, as well. One of the first bonuses of this information exchange will prove beneficial to preparation of the Museum's feasibility study for restoration of SD&A No. 050, the Carriso Gorge. This was the business car acquired for use by the line's first President, John D. Spreckels, as his private car. The original records of the car's conversion from a Southern Pacific Observation/Lounge car at the Pacific Electric Shops in Los Angeles have been located. This will provide the most complete information yet on what the car was like during the Spreckels era.

In a similar payoff on much hard work, a researcher in Southern Pacific records in northern California has turned up detailed information on the history of the wooden passenger car bodies in Jacumba (see related article on "The Garcia Car" elsewhere in this issue).

La Mesa Depot: Oktoberfest is coming October 6th and 7th with its annual array of baked

goods and art. Preparations are under way, so if you would like to help with this event, call Roy Pickering (462-3392). Any schedule, security or other problems...or questions about the Depot operation should be directed to Superintendent, Rich Borstadt (447-3297) while we are short a functioning La Mesa Depot Museum Director.

Interpretation In-Town Enrichment Briefings and Campo Trainman/Guide Workshop: Those enrolled in the Trainman/Guide Course should plan to attend the sessions listed in the schedule below. These evening, in-town sessions offer topics that old timers and general members may wish to attend, as well, just for the general information on railroading and the Museum's current activities. They are held in the Library (69th and Mohawk, La Mesa) at 7:00 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 Superintendent for schedule. Join us and get active, if you're not already.

The fall all-day workshop at Campo required for completion of the Trainman/Guide Course will be held on Saturday, October 6th. This day of activity provides background on the railroad, general history of the Campo area and a practical working knowledge of safe train operations and visitor communication techniques. Sessions get under way at 9:30 AM in the upstairs Military Gallery of the Stone Store Museum. Contact Mike Retz, (466-8808) or the above for further information and registration for the course.

Exhibits Lab: This new facility in the old car-barn gift shop at Campo is getting settled in for the constant task of cataloging and stabilizing the Museum's small material culture collections, in anticipation of expanded exhibits development. We need more volunteer help with this effort. If you would like to get involved with these fascinating objects, or 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 exhibit material and would be interested in donating them...please contact Rich Borstadt (447-3297).

Student Appreciation Days In-School Field Trips: The Museum's fall week of special Miller Creek demonstration runs for the schools is slated for the week of October 29th. Each spring and fall we run two trains each day during the week to afford the opportunity for youngsters to experience railroading first hand, often for the first time. As part of an in-school coordinated field trip they have the opportunity to learn about everything from transportation history to railroad safety and the contributions of the railroads to American culture. Over 3,000 students rode the trains last spring. If you

more next page

Interpretation continued

want to help in preparation of study guides, logistics and/or have weekday schedule flexibility (something many of we volunteers do not have with professional work demands) so that you can help with train operation that week, contact the Museum office.

September/October Schedule

Library worktimes continue to be Tuesday Evenings and Saturdays.

September

- 1, Saturday **BRIT-RAIL Orientation**
Dick Pennick
Every member should have attended or plan on attending one of these (offered in odd numbered months, third Wednesday)
Library - 7:00 PM
- 28, Friday **ALAMO/MEXICO CITY Excursion**
Departure
- 29, Saturday **INTERPRETATION DEPARTMENT Business Meeting**
Monthly update, Planning, Debate and Campo Depot Interpretation Development
Campo Crew Lounge - 10:00 AM
- Walkabout of old Camp Lockett guided exploration of the cavalry post by **Meredith Vezina**, Stone Store Museum Director
Stone Store - 1:00

October

- 6, Saturday **TRAINMAN/GUIDE COURSE CAMPO WORKSHOP**
Demonstration Train Operations, Safety, Area History, Visitor Presentation Techniques (all day)
Stone Store - 9:30 AM
- 6 & 7 Weekend **OKTOBERFEST**
La Mesa festivities featuring annual bake sale and art exhibit
La Mesa Depot - 1:00-4:00 PM
- 17, Wednesday **Trainman/Guide Course Enrichment Briefing**
Everyone welcome
Trainman/Guide Course Credit
Library - 7:00 PM
- 26, Friday **INTERPRETATION DEPARTMENT Business Meeting**
Monthly update, Planning, Debate and Video Screening from the Collections
Library - 7:00 PM
- 29,30,31 and November 1 **STUDENT APPRECIATION DAYS at Campo**
Daily special demonstration runs for classes
Campo - all day(s)

DON'T FORGET THE NOVEMBER 3rd PURETO PENASCO ALL-DAY EXCURSION.
PHONE THE MUSEUM FOR DETAILS AND BOOKING.

RAILBUS PROGRESS REPORT

by CHARLES ALBAN



CHARLES ALBAN

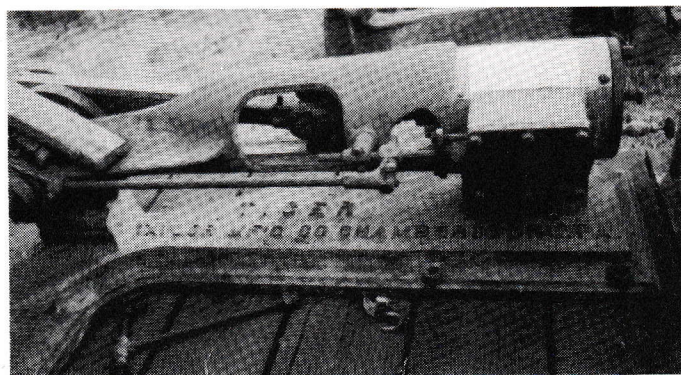
Good progress is being made on the Santa Maria Valley Railbus project by **Harry Hurry** and **Charles Alban**. All of the floorboards have been replaced with the able assistance of **Paul Bortell**. The undercarriage has been cleaned and repainted high-gloss black. Roof canvas has been stripped off prior to replacement with new material. Rotten wood side parts have been repaired. All the lower steel siding has been removed and new parts made by La Mesa Sheet Metal. The project has been very fortunate to have received a donation of all labor to paint the railbus, by **Bob Stang**, of Sunshine Truck and Autobody, of San Diego, and paint will be supplied as a donation by **Robert Buckmire**, the local agent for Endura Plastic Paints. One previous bid for painting the bus amounted to \$2,000, so both of the above are very significant contributions.

The new radiator shell is currently being fabricated by **Barry Schwartz**, at Schwartz Enterprises, Lemon Grove, and bids are being taken on the radiator itself.

Termites have been discovered in the wooden frame. A bid of \$300 has been received for tenting the whole vehicle, and this will probably be accepted.

The project is well on course for completion by April, 1991, and is expected to remain within budget. We do not expect any more expensive surprises, like the termites, in the future.

!!!STOLEN!!!



The Horizontal Steam Engine pictured above was stolen from the San Diego Railroad Museum at Campo just after Memorial Day weekend, 1990. It is 4-5 feet in length, about 36 inches wide, and weighs around 400 pounds. It has raised lettering "TIGER, TAYLOR MF'G CO CHAMBERSBURG, PA" cast into the base. The base has three steps around the edge. If you have any information about this missing historical artifact, please call the Museum office, 291-9220.

photo-b.gallent

THE GARCIA CAR

by WILLIAM (BILL) NIEDRICH



The SD&A acquired coach No. 240 in April of 1916 from the Southern Pacific Railroad for which it had served on the Berkeley local in the San Francisco Bay Area as SP of California No. 195, and then SP No. 1418.

photo-w.niedrich

During a recent field survey of the five vintage (all over 100 years old) San Diego and Arizona Railway passenger car bodies at Jacumba, two employee passes were found in coach number 240. The Museum's field team was at work preparing a feasibility study for preservation and eventual restoration of some or all of the cars. I discovered one of these reminders of the human side of railroading between two layers of linoleum while cleaning the car to aid in evaluating the condition of its floor. Both passes were issued by the San Diego & Arizona Eastern Railway Company to the J. Garcia family who called this coach home for over half a century. This artifact, a reminder of another era, can now be seen at the La Mesa Depot Museum with other SD&A and SD&AE items. The Depot and baggage room display area are open from 1-4 PM on Saturdays and Sundays.

For a long time, I have been particularly interested in seeing car body #240, "the Garcia Car", saved from destruction. Built in June, 1889 by Barney and Smith of Dayton, Ohio, this car offers several features to recommend its preservation. First, it is the only one of the five cars to have the original partition which separated the smoking and no smoking sections. Second, it has unusual Victorian gingerbread woodwork. Third, it is better preserved than some of the other cars.

It was to this car that John Garcia, a section laborer, and his wife Sarah were assigned after the railway company decided to improve living quarters for the Jacumba section gang. Previously, they had lived in converted wooden boxcars, called camp cars, spotted on a Jacumba spur. The line had a number of surplus open-platform, wooden passenger coaches, so five of them were

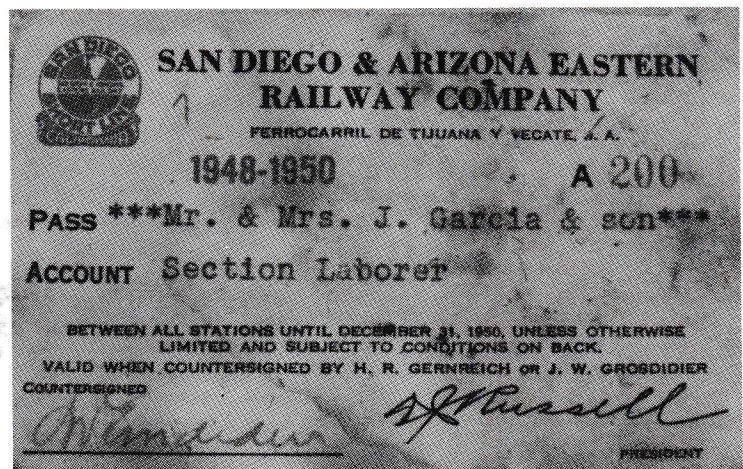
reassigned to a new purpose - living quarters. Seats, baggage racks, and other items no longer appropriate for living quarters removed. The car bodies were then lifted off their trucks and placed on blocks just south of the main line and west of the Jacumba station. Wooden partitions, closets, cupboards, washstands and other comforts were then added to make them into living quarters.

The Garcia's new home had two additional walls installed, with a door in each, to create four rooms. These were a living room on the east end, a bedroom next, followed by a dining room and the kitchen on the west end. Community showers and the "necessity" (outhouse) were out back. The family also maintained a small garden with a tree or two on the north side of the structure below the railroad embankment.

Mrs. Gertrude Stewart, Henry Blackwood, and other long-time Jacumba residents have graciously provided recollections of the Garcia Family. Mr. Garcia was called Johnny by his friends and fellow workers. He and his wife were born in Mexico. They had no children of their own, and an adopted son had passed away in his youth. However, there are some in Jacumba who recall an older adopted boy in the family who is now also deceased. The Garcias were well liked by those who knew them. Both were industrious and kept a clean and neat home inside and out.

By the late 1950's, the railroad was cutting back on employees, so some of the passenger car bodies became vacant. The Garcias sponsored four or five Mexican girls from across the border just south of Jacumba, so they could attend the local public school. The railway permitted the children to stay with the Garcias and live in SD&A car #239, the car body just next door on the south.

After Johnny retired, the Garcias were permitted to continue to live in their railroad home. He was in his eighties when he died in the early 1980's. Sarah returned to Mexico where she had family, until her death some years later. The old tree in Sarah's garden has finally died too. No one has lived in No. 240 since.



The Garcia pass, one of two found in the No. 240 car body at Jacumba on July 28, 1990.

photo-w.niedrich

more next page

NEW FRONT END LOADER

by WILLIAM (BILL) NIEDRICH



Interior view of the one-time Garcia quarters showing the original smoking-section partition and the remains of two temporary walls.
photo-w.niedrich

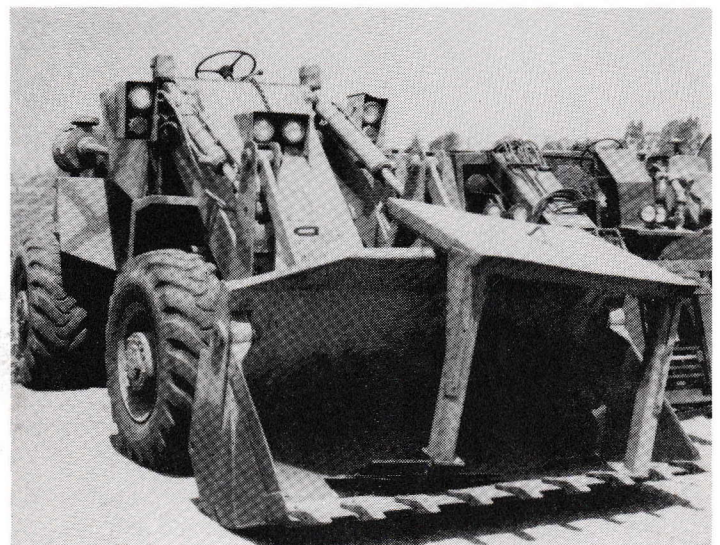
This need not be the end of these unique survivors of the car builder's art of an earlier day. The Garcias and other railroad employees who made the Jacumba cars their home over the years would be surprised and probably pleased to see the effort now under way by Museum volunteers to attempt to save the coaches from vandalism and further destruction. It will take resources to do this. Should you wish to help or know of any individuals, businesses, foundations or other organizations who might be willing to adopt one or more of these car bodies to help preserve, exhibit or even restore some of them to rolling condition once more, please contact the Museum office at (619)291-9220, or write to the San Diego Railroad Museum at 2870 Fourth Avenue, Suite C, San Diego 92103. Indication of such support will be an important asset for inclusion in the feasibility study and in determining the conclusions it reaches.

I feel these historic cars should be saved. They are restorable and are the last remaining of the 46 or more of these open-platform, wooden coaches once in service on the old San Diego and Arizona Railway.

In an operation as large as ours there is always a need for specific items of equipment to be on hand in order to construct, maintain and operate the various facilities. One of these items is a front end loader. It is a machine with a bucket on the front which can scrape up material similar to a grader or bulldozer as well as scoop it up and carry the load to where it is needed. As you can see, it is a versatile piece of equipment. In the past we have had to depend on others to donate the use of their loader when available, or rent one which was expensive and time consuming.

The State of California Agency for Surplus Property is responsible for disposing of all excess state and federal government property to other government entities and non-profit organizations such as ours. Bill Niedrich is our General Services Administration screener and representative to the State Surplus Agency and had, years ago, requested a front-end loader if one should become available. Last June, Bill was finally notified that the agency had a surplus loader in good condition at its Fullerton yard. Bill and Mike Reading, our Mechanical Department Superintendent, inspected the machine and found it was just what we needed and at a reasonable administrative fee charged by the agency. Bill was able to save on transportation costs too by having the agency bring the loader to Campo when they had an empty trailer coming to the San Diego area for a pickup load.

On August 14th, our front-end loader was delivered to Campo and unloaded by Museum volunteers Jim Hamill and Jack Ringersma. The next day Jim and Jack installed a set of batteries and pushed the starter and the machine was running. A pleasant surprise no doubt.



1973 Case front-end loader is the Museum's newest acquisition. Protective top for the operator is in the bucket.
photo-w.niedrich



This is a photo of the Foxcote Manor #7822 on the Llangollen Railway in Wales. Ann McVeagh and her group of travelers will be riding behind this steam engine during their visit to the British Isles in the fall. Neil Evans

will be hosting the Wales portion of the tour as he did during the last visit two years ago by Ann and friends. Neil also provided this photo, taken by another member of the Wales group, Peter Fisher.

SAN DIEGO RAILROAD MUSEUM

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