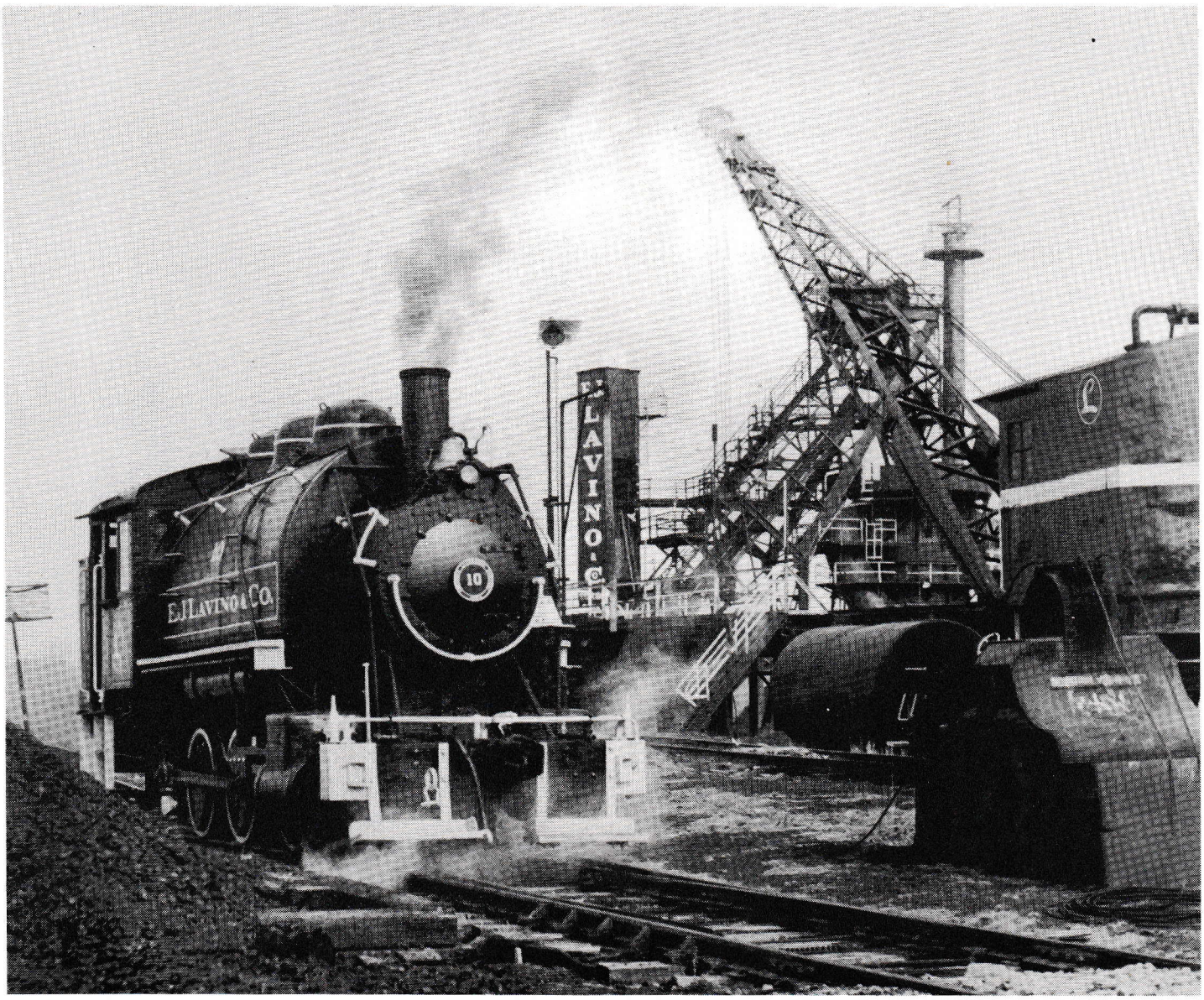
SEP-OCT 1990

REPORT

NO. 225

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



E.J. LAVINO #10 in a classic shot of an industrial railroad locomotive hard at work, taken in 1961 in Sheridan, Pennsylvania. Note the small headlight, the bell in <u>front</u> of the stack, and twin front running boards.

Inside, **Bill Schneider** tells us everything we ever wanted to know about this little tea-kettle locomotive, but were afraid to ask. Read and enjoy...

photo-R.H.Lehmuth

Message from the EXECUTIVE DIRECTOR

This is that time of the year we prepare for the Holiday Season, and it's first special day, **Thanksgiving**. The Museum has a lot to be thankful for this year. First and foremost, the volunteers have earned themselves a special place in my heart for their spirit and enthusiasm. You folks who give of your time and of yourself have made the Museum a wonderful experience for our visitors. From the trainman who reminds them of the great railroad heritage of our past to the dirty, greasy mechanical type under a locomotive who keeps the train running, to the dedicated restoration crews who turn out a shiny red caboose, to the folks who lay track or keep up the facilities, I am thankful for you all!

From me, and all the members of the Staff, our most grateful thanks to you for a job well done, and my best wishes for a Happy Holiday Season to you and your families.

In the "Latest News" department, our long-awaited turntable from the Santa Fe at Fresno has arrived in town. It is sitting in the SD&IV yard on it's two flat cars awaiting transport to Campo. It can be seen from the bridge on Harbor Drive (if there's no traffic), but please don't go on to railroad property.

We really owe the Santa Fe Railroad Company a very large **"THANKS"** for their assistance in the loading and free transportation, not to mention that they donated the turntable to us in the first place.

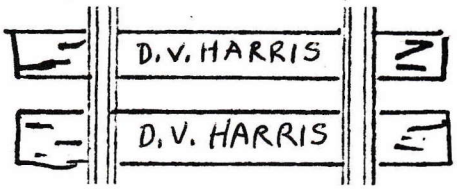
For those of you who have been following the saga of the ALCo MRS #1 locomotive that has been stored at Vandenberg Air Force Base for the past several years, we finally have it within our grasp! This on-again-off-again acquisition goes back to the first time **Bill ("We're gonna get this one") Niedrich** spotted this beautiful engine hiding in the engine house at Vandenberg. He has been bird-dogging this locomotive ever since! After YEARS of calls, trips, and letters, he finally got the Surplus Agency to release it to us. Bill, along with **Dick Cupp, Dick McIntyre**, and **Jim Callahan**, went up to Vandenberg recently, started it up and tested it on the base. It reportedly runs great.

We are also in the process of purchasing Ex Oregon and Northwestern No. 1, a Baldwin AS-616. It is also Ex Baldwin Demonstrator 1601. This Locomotive has been stored servicable for the last five years, and is equipped with roller bearings AND dynamic brakes. The purchase price is $8,500.00, and we are willing to accept donations (PLEASE) to help pay for this rare engine.

With the acquisition of these new pieces of motive power, we should be able to operate our demonstration train at Campo with different locomotives on a regular basis.

Once again, Thank You to all the wonderful Volunteers , and Happy Holidays to All!!!

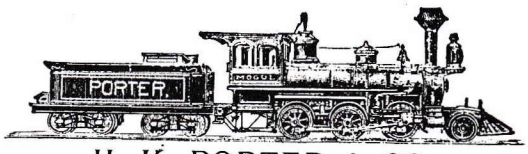
BUY-A-TIE



D. V. Harris, one of our members from 'up north' (Burbank to be exact) has added another pair of Paul Bunyon Toothpicks for our new trackage requirements. Let's see, now, that would make them, how about Thanksgiving Ties???

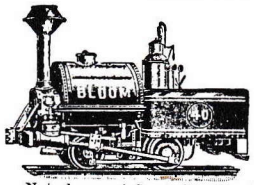
CARBARN/DISPLAY BUILDING DONATIONS

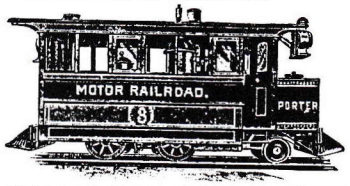
We are very pleased to announce that the first donation toward finishing our carbarn has been received. **Elwyn Heller** of Ramona sent us $100.00, for which we are most grateful. Now, you folks from the big city aren't going to let a little mountain town beat you, are you??? How about some sort of a Matching Grant contest - every time someone from one of our smaller communities around the area makes a donation, someone from the City of San Diego has to match it... OK???



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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

AROUND THE INTERPRETATION DEPARTMENT By Rich Borstadt

Oral history is the passing on of information about past attitudes, events and personalities by means of the spoken word of those having first-hand knowledge of them. This has always been the source of historic "fact" for man. Once writing was invented, these interviews with participants in the flow of human activity began to be recorded. In the last century, the availability of sound recording devices from Edison's cylinders to magnetic tape and, more recently, laser discs have come to give a technological connotation to the term "oral history", for it is now possible to store and reproduce the actual sounds of the narrator's voice. Readily available video technology is often preserving the moving image of the individual, as well.

Interviewing those with a knowledge of railroads is not a new facit of the Museum's efforts to preserve our railroading heritage. Even audio recording of these interviews has been done periodically by members in pursuit of their particular interests. Some individuals with a deep and long-term interest, such as **Dick Pennick**, have gathered a number of these valuable documents through the years. What is new is an organized approach being developed:

(1) **to systematically gather new material**
(2) **to maximize the technical and informational quality** of such recordings (through planning, training and equipment recommendations)
(3) **to gather, log and catalog** such material already in existence
(4) **to provide standards** for guidance of those engaged in gathering the material
(5) **to provide a formalized repository** (an archive housed at the Museum Library) for preserving and making them available to researchers in order to interrelate the information
(6) **to plan and implement uses for the material** in terms of the Museum's educational media efforts and community needs (e.g., use by trainmen and tourguides, exhibits, radio and television broadcast, reader's theater, classroom, etc)

A first draft set of field guidelines is available now and a Railroad Oral History Manual will be ready for publication by the Museum in early 1991. The first new material under these initial guidelines was gathered on October 20th from **William F. Garber, Sr.**, at his Lakeside home, by **Rich Borstadt** and **Dick Pennick**. Mr. Garber participated in survey work for the SD&A in Carrizo Gorge from 1915 through 1917 (see Tamer of Carrizo Gorge... later in this issue).

Carl Eichenlaub, a past Superintendent of the SD&AE, started with the SD&A in 1914. He has agreed to do a series of oral history sessions with us on various aspects of his long career in railroading over the next few months and will be making frequent visits to Campo with his family. If you have questions in your areas of interest that his knowledge can clarify, contact **Bruce Semelsberger** (264-7282) or **Rich Borstadt** (447-3297), to participate or at least get the questions into the planned sessions. More about our visits with Superintendent Eichenlaub will appear in future issues.

If you have conducted railroad related oral history interviews in the past, please make them available to the archive for duplication and inclusion (we can discuss any restrictions you may wish to place on their use). Likewise, if you know of individuals with first-hand knowledge and experience that should be interviewed, let us know. We are building and maintaining a database of such potential narrators. Don't forget to indicate if there is some infirmity or availability factor regarding the individual that may make immediate action necessary to preserve their knowledge.

This is a "people" side of the railroad story and an exciting phase of our mission in which to become involved.

CAMPO LIVE INTERPRETATION

Mike Retz, Chief Trainman
Jerry Gillam, Chief Campo Guide

The fall all-day Campo Operation Workshop, part of the Trainman/Guide course offered jointly by the Operations Department's Crew Training and Certification Program, and the Interpretation Department, was held Saturday, September 8. Trainmen/Guides currently enrolled in the course and some old hands auditing part of the course were briefed on the History of the Campo Area by **Meredith Vezina**, Director of the Stone Store Museum of the Mountain Empire Historical Society.

After an introductory look at safety considerations and attitude presented by **Tom Meyer**, upcoming trainmen/guides moved on for familiarization with Operations on the SD&A at the Depot under the guidance of Superintendent **Mike Reneau** and Chief Trainman **Mike Retz.** The afternoon was spent touring the facility and on board the demonstration train examining potential safety hazards and interpretive opportunities when working with our Visitors, under the tutelage of **Mike Retz, Jerry Gillam, Rich Borstadt**, and **Bill Schneider**, our Chief of Rolling Stock Documentation. The day concluded with some pointers on support availability to the volunteer Trainman/Guide from other departments of the Museum and a rundown on oppoortunities in Operations and the crew certification requirements by **Dick Ruppert**, Director of Crew Training and Certification Documentation.

On Saturday, September 29, following the monthly business meeting of the Interpretation Department, a special walkabout tour of old Camp Lockett for Museum members was guided by **Meredith Vezina.** It proved a great opportunity for interpreters and others interested to add to their fund of knowledge on the last horse cavalry camp in the U.S. Army and its relationship to the railroad. Also examined was the old post theater building which has become available

more Interpretation

to the Stone Store Museum...and its possibilities for joint usage by the two museums as a display and group meeting facility.

The gals and guys who make up the Trainman and Guide corps at Campo had a barbecue at the home of **Mike** and **Rachel Retz** on Saturday evening, October 20. There was plenty of beer and burgers, soda and salsa. Mike did the cooking on his patio grill and his wife did most of the prep work for the burger fixings. It was a good opportunity for new trainmen like **Peter Sheakley, Larry Moorehead, Lori Jones** and **Jim Baker** to meet more established hands, and vice versa. Since most Trainmen/Guides work a regular schedule each month (e.g., second Saturday), they tend to work with the same folk and may go many months before meeting each other at Campo. Several trainmen came with their spouses. Recent honeymooners **Carol Curry** and **Gaylen Dyreng** came all the way from Boulevard. Driving shorter distances were **Cliff** and **Dorothy Pennick, Duane** and **Carol Dubke**, and **Sherwin** and **Trudy Dorris**. Others in attendance were **Rich Borstadt, Al Keevil, Jerry Gillam**, and **Bruce Semelsberger**. This was the first of what they expect to be semi-annual socials here in town to get better acquainted and talk railroading-especially SD&A railroading.

* * * * * * * * * * * *

AS THIS ISSUE OF THE REPORT IS PREPARED FOR PRESS, PLANS ARE BEING FINALIZED FOR AN EXTRA MILLER CREEK TRAIN RUN ON SATURDAY, NOVEMBER 17, FOR DEPENDENTS OF THOSE IN THE MILITARY SERVING WITH **OPERATION DESERT SHIELD** IN THE MIDDLE EAST. THIS FREE TRAIN RIDE HAS BEEN PUT TOGETHER TO EXPRESS OUR SUPPORT TO THE FAMILIES OF THOSE FAR AWAY FROM HOME FULFILLING THEIR DUTIES TO THE NATION AS WE ENTER THE HOLIDAY SEASON.

* * * * * * * * * * * *

FOREIGN ROAD EXCURSIONS

ANN MCVEAGH,
Foreign Road Passenger Agent

It was a wonderful fall trip to England, Scotland and Wales and our fall Puerto Penasco journey was a delight as well, with a beautiful train set and great cooperation from the new authorities in charge of the Sonora-Baja California Division of the National Railways of Mexico. With these trips behind us, we are looking ahead to 1991 and a new year of varied travel adventure. There will be more of the popular one-day excursions and the Copper Canyon vacation, plus a special trip to Sacramento for Railfair '91, on May 10 and 11.

The big effort in 1991 will be the complete refurbishment of our private cars housed in Mexicali, the **Maria Elena** and the **Mexicali Rose**. When these cars are completed, we will be better able to offer a variety of private Pullman car trips into Mexico.

Where in the world would you like to go? We want your suggestions. Europe? Australia? New Zealand? How about Canada and Alaska? South America? Russia? India? ... Call **Ann McVeagh** evenings at (619) 280-4525 with your destination desires.

Watch for announcements after the first of the year of all the wonderful Museum excursions now being planned to be offered in 1991.

LIBRARY

ROY PICKERING, Director of Libraries

The Museum's extensive map collection has been in temporary storage at Campo. We were finally able to move it from Campo to La Mesa in October. Thanks are due for the efforts of **Jack O'Lexey**, who donated the use of his van, **Rich Borstadt** and his 'wagon, and **Bruce Semelsberger's** and **Roy Pickering's** cars. Now the collection can be cataloged so that it may become available for use at the library.

Laura Emory, Bruce Semelsberger and **Lori Jones** continue cataloging the SD&A collection and we have found a number of interesting items;-the following is a sample:

A full set of plans for the 400-499 series San Diego Electric trolley cars "Class 5" 1923.

Roadway Completion Report No. 33-12 dated 6-18-1932 for the construction of the Goat Canyon Trestle "Bridge No. 102-A" and tunnel 15. Work began 3-27-1932 and was turned over to operation 2-4-1933. Tunnel 15 cost $30,615.89 and bridge 102-A cost $78,866.71, total cost for the project was $172,014.76.

Fire protection was installed 6-1-36 at a cost of $3,419.08 on bridge 102-A.

Roadway Completion Report No. 33-102, dated 1-19-1933. Purchase M59 Fairmont Motor Car for inspection of Gorge, construct rail fire engine consisting of a Ford Truck equipped with flanged wheels and carrying a 200 gallon tank. Construction of 500 gallon tank trailer on a push car. Ford model AA 4 cyl. truck 131 1/2" chassis with one extra headlight, no fenders, wheels, tires, speedometer, or steering wheel, cost $467.00. Total cost of project $1,889.66.

Randy Houk continues the task of sorting thousands of magazines and is also labeling the video collection.

Wayne Davis is labeling and cataloging photographs and requests help identifying some of the old photos.

ATTENTION! If you have old photos, tickets, passes, booklets, pamphlets or other printed or published matter including movies and videos relating to railroads, **please** consider donating them to the Museum Library or including them in your will for donation to the Museum. These donations create a comprehensive collection for future generations to study and enjoy.

Library hours are Tuesdays 7 p.m. - 10 p.m. and Saturdays 10 a.m. - 4 p.m. or by appointment.

more Interpretation

We had a very successful Oktoberfest this year, making a profit of over $600. Thanks to the hard work of the following folks; **Joy** and **Larry Moorehead, Lori Jones, Laura** and **Kevin Emory, Randy Houk, Wayne Davis, Roy Pickering, Bruce Semelsberger, Mike Richards, and Russ Stockwell.** Thank you to all of the generous folks who donated baked goods. Wendy's Old Fashioned Hamburgers on Campo Road donated Chile, Cups, and Napkins for both days.

RESEARCH

BRUCE SEMELSBERGER, Director of Research

To get more people familiar with the techniques for quality recording of oral histories and the standards we use in our archive, there will be an introductory class in oral history collection on January 17, 1991. It will meet at 6:45 that Thursday evening at the Museum Library. If you enjoy talking with railroaders about events of the past, you will enjoy this class and may wish to get involved in another aspect of the Museum's preservation effort.

In 1991, we'll be attempting to extend our knowledge of the early railroads serving San Diego through examining the remaining physical evidence. Combining research in our and other libraries and industrial archeology in the field (see field survey crew call under Exhibits Lab, below) we hope to gain a better understanding of them. There is work yet to be done to wrap our current study of the California Southern, and continuing vandalism and souvenir hunting make the story to be read along the long-inactive stretches of the SD&A increasingly harder to decipher and preserve. Anyone can help. We can show you how to do what needs to be done. If the advance historical record search or the field work appeals to you, get in touch and make the San Diego Railroad Museum Field Season a part of your 1991 activities.

LA MESA DEPOT

Joy Moorehead has accepted appointment as Acting Director of the La Mesa Depot Museum. A void was created when **Margaret Barksdale** found it necessary to resign as Director following a car accident that seriously injured her husband earlier this year. Margaret's many years of service to the Museum in that position are very much appreciated. She expects to become active in some other capacity in the future when demands on her time permit.

Joy has been demonstrating her enthusiasm for the Depot and her new assignment with creation of appropriate 1915 costuming and vigorous collaboration with Chief of Librarys **Roy Pickering** in the staging of this year's Oktoberfest at the Depot.

CAMPO EXHIBITS LABORATORY

Outfitting of the Museum's Exhibits Lab for documenting and conserving the small physical remnants of railroading continues. If you would like to work with these fascinating objects which become the basis for our future exhibits contact **Rich Borstadt** (447-3297) or Research Director **Bruce Semelsberger** (264-7282). We are inventorying the contents of the Bell and Whistle Room at Campo on Saturday, November 24th, starting at 10 a.m. Come on out and help.

FIELD SURVEY CREW

Organization is under way for our 1991 field survey crew. This small group will conduct industrial archeological survey and documentation of deteriorating SD&A Railway sites. The first field party of the season will go out soon after the first of the year. Call Rich or Bruce at the above numbers if you would like to participate.

ATTENTION!!! If you have been holding any of the Museum's smaller railroad objects for safe keeping in your garage or attic, we now have appropriate secure space for the purpose and are engaged in cataloging the Museum small material culture collections. Please contact Interpretation Superintendent **Rich Borstadt** (447-3297) or the Museum Business Office (291-9220) to make arrangements for transfer to the Exhibits Lab. If you have personal items of this nature, either single objects or a collection, please consider donating them to the Museum now, or including them in your will for donation at a later date. These bits of railroadiana, when added to the Museum's study collections, help complete the physical picture of railroading in the Pacific Southwestern United States and its relationship to the national story of this key transportation industry. They can then become the tangible teller of that story to generations yet unborn, when used in the exhibits of the Museum.

The next monthly meeting of the Interpretation Department is Friday evening, November 30, 1990, at 6:45 p.m. at the Museum Library (69th & Mohawk). Because of the holidays, there will be no December meeting.



PAINT CHIPPIN'

By Norm Hill

LA MESA DEPOT

The Museum's wonderful, almost one-hundred-year-old La Mesa Depot (built in 1894) now has all new window shades again. **Cliff Penick** did the installation. All of us in restoration were very impressed also with the super folks who had the Depot open during the La Mesa Oktoberfest.

LA MESA CABOOSE, SP #1058

Most of my recent Museum work has been centered around our display caboose in La Mesa. **Dick McIntyre, Cliff Penick** and **Jim Hamill** have all worked very hard to complete the interior. All of the car's carpentry and paint prep has been completed. The cupola and rear room area have all been stripped, sanded smooth and painted with four coats of paint. **Cliff Penick** built an air-guage mounting block out of plywood. He also did the same for the radio/telephone. Cliff stripped and restored almost all the smaller interior items such as the towel and T.P. holders, cup holders, form rack, and other objects that when restored and installed bring the caboose "back to life". The sink, toilet and pot belly stove were restored and reinstalled. **Dick McIntyre** located and installed new stove pipe. The old water cooler was cleaned up and installed. Dick also built some window guards. The missing lamp shade has been ordered from the desk lamp's original manufacturer from my hometown, St. Louis, Missouri. The car's interior really looks great now that all it's interior walls and ceiling are painted and most of the hardware has been installed again. It has also been a lot of fun working at our Museum's La Mesa display allowing a few hundred persons to see our Depot and caboose interior, as well as the restoration process.

ATSF 1303

Dick McIntyre has continued removing old, rotted out metal on the car's sides, small windows and car step areas. **Jim Hamill** assists Dick from time-to-time.

S.M.V. RAILBUS

This super little project continues to move along primarily due to **Harry Hurry** and **Charles Alban.** New side metal has been formed and installed. The car's ceiling wood has been completely stripped and sanded. New parts are being fabricated. **Duane Leal, Dick McIntyre, Jim Hamill, Ted Kornweibel** and **Frank Stites** have all pitched in to help.

FGEX REEFER

The whole second side of this car has been completely stripped, sanded and primered by **Norm Hill, Bill Bourber, Steve Norris** and **Ken Faller.**

JACUMBA CAR BODIES PROJECT UPDATE

By Dick Pennick

The Feasibility Study ordered by the Museum staff is in the process of completion as this is being written. Final text and exhibits are being finalized as time permits, and committee member **Bill Niedrich's** fine historical research has been incorporated.

The committee is still awaiting a meeting with the trucker onsite to discuss any problems with this option for movement to Campo. If all goes well, this meeting will have taken place by the time you read this. It is hoped that, by early next year, staff will have decided the fate of the five antique railcars at Jacumba.

VOLUNTEER of the MONTH

Our Executive Director Barney Barnier's choice for Volunteer of the Month for September was **KEN GARGES**, "for 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!"

And for October, Barney selected **PAUL WESTOVER**, who "was largely responsible for the Santa Fe rail donation. He found out it was being taken out, and talked to Santa Fe and followed up all through the donation process. He has also been laying out ties at Campo getting ready to lay this rail. Thank you, Paul, for your dedication and devotion to the Museum!"

UP CABOOSE

Ted Kornweibel and **Frank Stites** have really provided a "miracle" on this caboose's interior. Their carpentry efforts have been wonderful. Great work guys...THANK YOU VERY, VERY MUCH!!!

SPECIAL THANKS TO:

Tom Travis, who is stationed in Italy, but works with us in spirit.

Harry Hurry, for getting our SP Caboose shop drawing enlarged so it can become a display showing the original interior of our La Mesa Caboose.

Dick McIntyre, for all his metal magic, and his many donations and time spent on our Museum projects.

MORRISON-KNUDSON HAS ARRIVED AT JACUMBA

By Al Keevil

National Products Incorporated (NPI), a wholly owned subsidiary of the Morrison-Knudson Corporation, has arrived in Jacumba with an eleven or more car train loaded with equipment to start work in Carrizo Gorge. We were informed of the train's arrival by **Paul Westover** during the Facilities Department meeting on Friday, October 5th. A refurbished stainless steel car was located on the Jacumba siding for an office, while the two San Diego & Arizona Eastern box cars that had been on the siding for many years were moved to the house track in Campo to make room. The all-steel building and a small house on the line at Jacumba Depot have been turned into operational facilities.

Museum members **Charles Alban, A.B. Barnier, Ray Lethbridge** and the author visited the Jacumba site on the following Monday. **Matt Needles**, NPI Project Manager, said that after looking over the project in the Gorge, with the sharp curves in the rail line and the unique soil conditions, he expects to be here a long time before the project is completed. **Mike Lapinski**, NPI Project Engineer, remarked that the project promised to be exciting and challenging. Later, Museum member **Paul Westover** said he had joined NPI and was enthusiastically looking forward to working in the Gorge.

We also had an opportunity to see **Gaylen Dyreng**, a Museum member and the locomotive engineer for the SanDiego & Imperial Valley Railroad, that was standing by on the main line with the SD&IV diesel to move cars as required. He said married life was great, and I remarked that he looked younger.

The accompanying photos show a concrete batching plant on flat cars with agitators, mixers and excavating equipment being examined by Museum members. All of the equipment looked recently cleaned and painted and ready for action. One receives the distinct impression that an opportunity to watch this organization in operation would be an exciting learning experience.

The Morrison-Knudson Corporation, the parent company of NPI, is a holding company that last year had sales of $1.91 billion. They have 15,660 employees and the main offices are located in Boise, Idaho. Principle activities are: Coal Mining; Industrial Building Construction; Heavy Construction of Major Structures; Industrial Machinery Manufacture; and Engineering Design-Management Service.

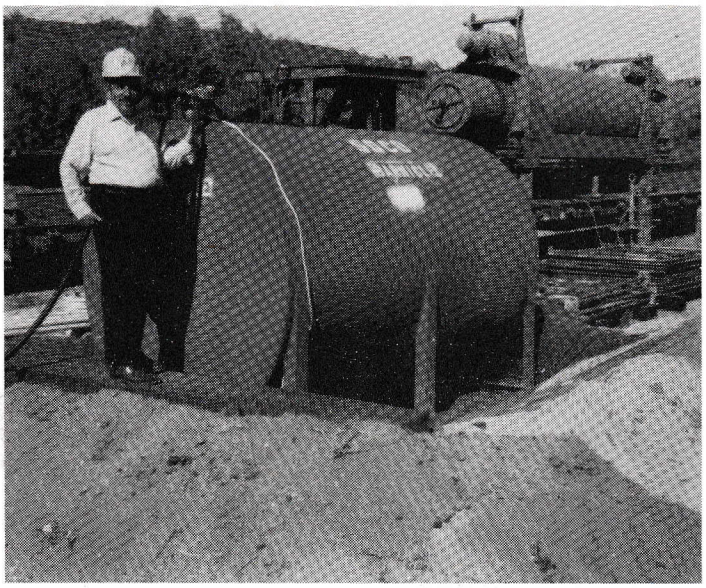


Ray Lethbridge and **Charles Alban** inspect some of the concrete processing equipment at Jacumba.

Photos - Al Keevil



Ray Lethbridge, Charles Alban and locomotive engineer **Gaylen Dyreng** with San Diego & Imperial Valley Railroad's #1438, at Jacumba with the NPI equipment coupled up.

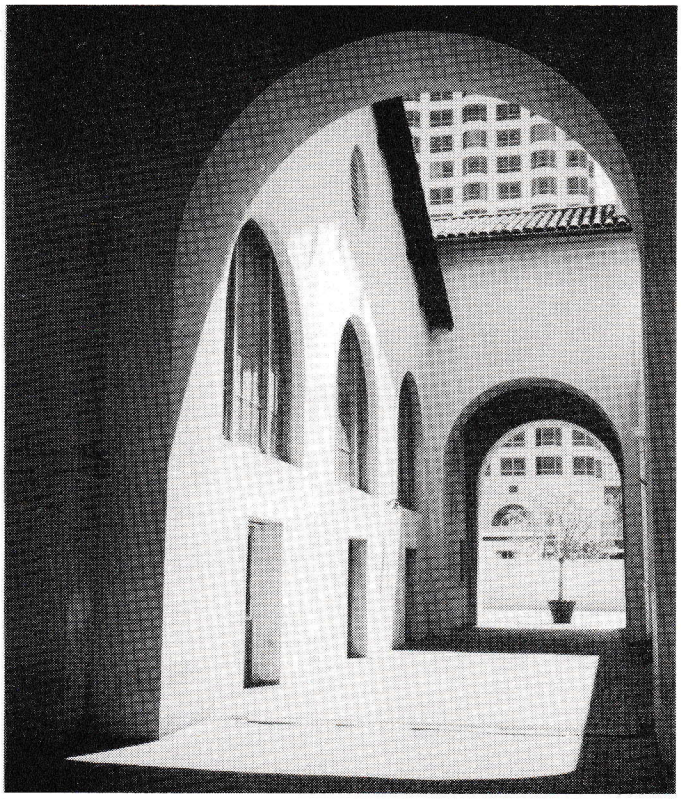


Ray Lethbridge examines a fuel tank that is environmentally isolated with berms and geotextile liners.

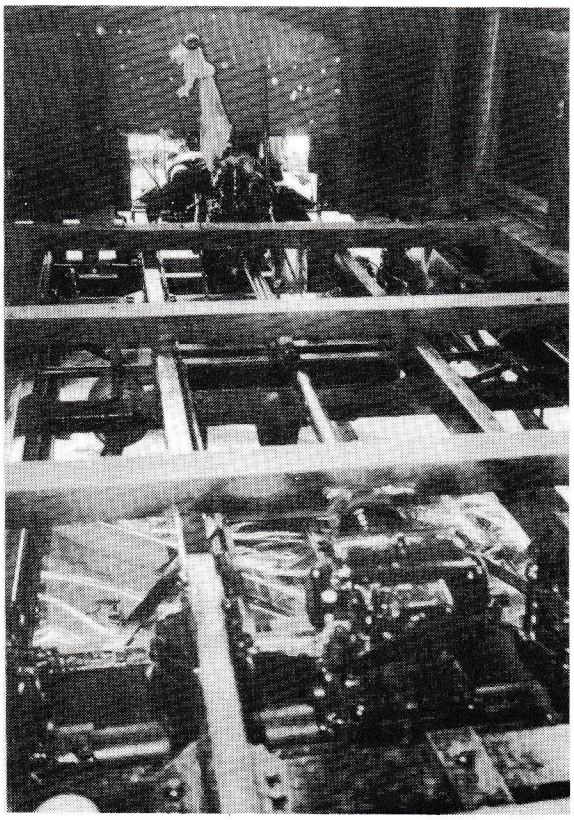
PHOTO PAGE - BY BILL SCHNEINER



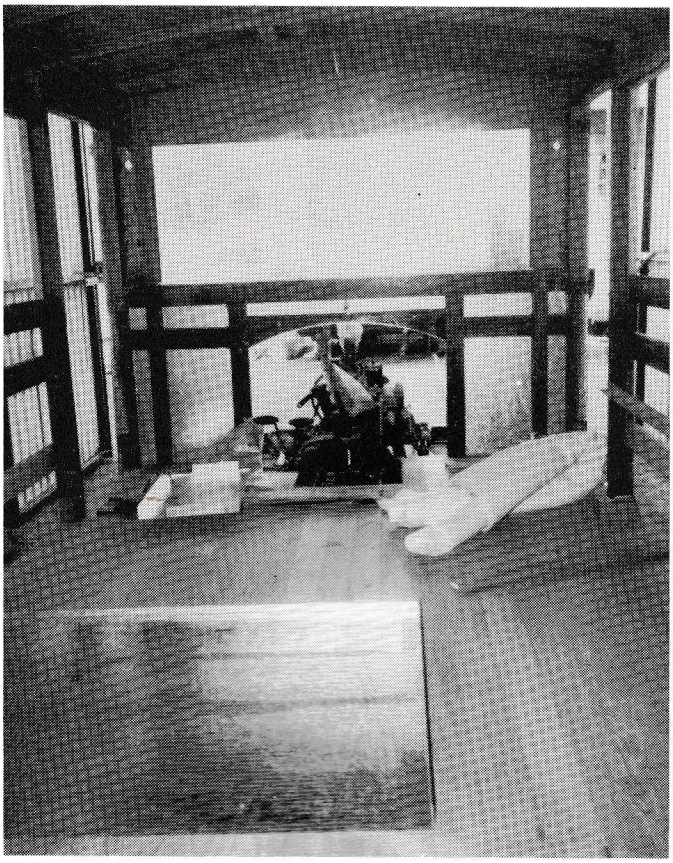
The former baggage room building just north of the Santa Fe Depot on Kettner Boulevard is the subject of negotiations between the Museum and Santa Fe Pacific Realty concerning its possible use by the Museum. Built in 1915, the mission-style depot was the site of the PSRMA's office in the 1960s.



Passageway between the Santa Fe/Amtrak Depot (right) and the old baggage room building (left) in which our Museum hopes to have downtown San Diego display space. An oasis of quiet historic reflection in the midst of a busy, revitalized area.



Two recent views of our railbus, SMV #9. At left, the repainting of the underframe in high-gloss black; and at right, with its new floorboards from La Mesa Milling installed. The object in the foreground is a sheet of its new steel siding made by La Mesa Sheet Metal.



MUSEUM'S FIRST LOCOMOTIVE CAN CREATE RAIL YARD FLAVOR

By Bill Schneider



Waiting in the wings for its real role at the Museum, steam locomotive E.J. Lavino #10 has a "disappearing" dome and is doubly different, doubly first, farthest, and famed- and has literally been "busy as a beehive"!

The first locomotive acquired by the PSRMA and the first we operated, it's the farthest from its "home" railroad of all our locomotives; was featured in a widely-exhibited painting and in Trains magazine; and is the charter member of our Industrial Railroads equipment collection. It differs from most steam locomotives in having no tender, and from all our Museum's others by being our only coal-burner. More importantly, EJL #10 is the key to our goal of having an operating railroad yard to educate the public on the complete story of railroading in the days of steam!

Built by American Locomotive Corporation's Cooke Works in Paterson, New Jersey, in 1923 as #64764, this small switcher is an ALCo Class 060-T-123, a design also used for many Reading Railway locomotives. The class number refers to the fact that it has six drivers and no pilot or trailing wheels, carries its water for steam in tanks astride its boiler instead of in a tender, and is therefore referred to as an 0-6-0T saddletank locomotive, and was designed to weigh 123,000 lbs. (61.5 tons) in working order. It was part of three-engine Order C732, the other two going to Cleveland Electric Illuminating (#3) and Hannibal Connecting Railroad (#12). EJL #10 actually weighs 117,000 lbs. (58.72 tons), has 44-1/2" driving wheels, 18" x 24" cylinders, and operating boiler pressure of 180 pounds.

With no tender, EJL #10 carries coal in a bunker on the locomotive frame behind the cab. Saddletankers were widely used as yard switchers in the steam era because lack of a tender gave the crew better rearward visibility during frequent backing moves. Large fuel and water capacities weren't needed as those items were always nearby in the yards.

Our little ALCo was shipped new to the Lavino Furnace Company (later E.J. Lavino & Company, an ore-processing metallurgical firm with several plant locations), in June 1923. It was used as an industrial plant switcher until retired in the 1960s at the E.J. Lavino & Co. plant in Sheridan, PA on the Reading Railway's Harrisburg-Reading mainline. Late in that period the plant was often visited by rail buffs in search of steam (one was F.Nelson Blount, who acquired EJL #3 for his



PSRMA Presidents **Terry Durkin** (1967, left) and **Stanton Kerr** (1966, right) stand proudly on the Museum's newly-arrived first locomotive at Perris, CA in February 1967, as bearded general superintendent **Walter Hayward** inspects the underframe. The center dome later "disappeared" for ten years.

photo-PSRMA Archives

more ejlavino



(Then) future Museum President **Dick Pennick** in the fireman's seat of EJL #10 during the February 25, 1967 steamup. He shared the duties that day with **Terry Durkin** and **Kent Anderson**. The engine's lettering and trim were yellow. photo-Karen Pennick

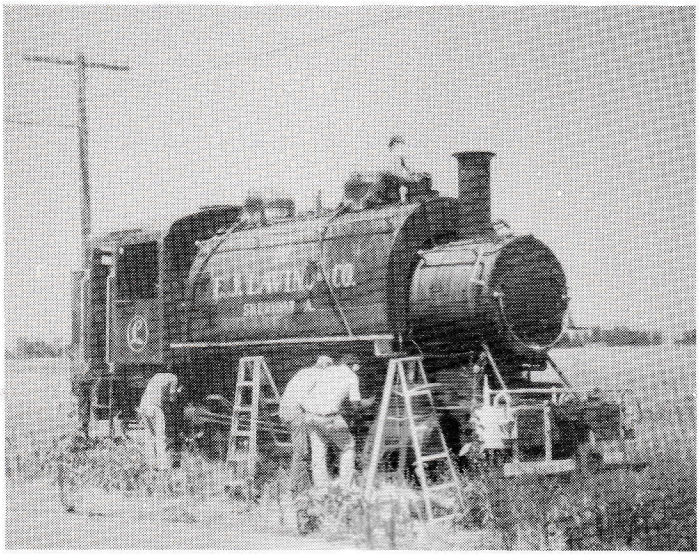
Steamtown Foundation Railway Museum in Bellows Falls, VT, where it was later photographed by the PSRMA's Bill Niedrich before Steamtown was moved to Scranton, PA). From April through July 1961, EJL #10 occasionally "exchanged whistle blasts" with the Reading's famed Iron Horse Rambles as they steamed through Sheridan as noted in a photo of one such meet on page 8 in the September 1961 Trains magazine.

On March 26, 1966 PSRMA Life Charter Member **Terry Durkin** wrote to E.J. Lavino & Company requesting the donation of #10 to our Museum, after seeing another Trains article mentioning this locomotive. Terry knew it was urgent to acquire steam locomotives while they were still available and affordable, to save them from scrap yards and civic park decay and vandalism. He reasoned there would always be time and members to work on restoration, but there wouldn't always be obtainable locomotives around to restore. Following months of long-distance negotiation, EJL #10 was donated by the Lavino Company to the PSRMA on May 11, 1966--our first locomotive!

Storage space was obtained (initially free and then on a rental basis) at the Orange Empire Trolley Museum/California Southern Railway Museum (later Orange Empire Railway Museum) near Perris, CA, as the five-year-old PSRM had no facilities of its own at that time. On September 10, 1966 EJL #10 was shipped on its own wheels to Reading, PA, then on a flatcar to San Bernardino, CA, then on its own wheels again to Perris, arriving January 31, 1967 after several delays enroute. During the 2,100-mile journey its bell, builder's plates, and other "collectibles" were tucked inside its smokebox for safekeeping. The Museum was given a special "half rate" on transportation costs, and only had to pay $1,332.49 for the move, raised through our first special fund-raising appeal to all members. EJL #10 was painted black with yellow trim and lettering at the time of its donation.

Starting February 12, 1967, new Museum president **Terry Durkin**, past president **Stan Kerr**, future president **Dick Pennick**, general superintendent **Walt Hayward**, and **Jon Compton, Ted Grove, Herb Kelsey, Vic Koenigsberg, Charles Kent, Everett Mardock** and **Eric Sanders**, formed the first work parties for EJL #10. It was steamed up on February 25th and used to pull a CSRM-owned gondola and caboose on the first trains operated by the PSRM. At one point, a small hole in the throttle valve that allowed steam to leak into the cylinders unknown to the engineer, caused the engine to unexpectedly leap ahead when the brakes were released. The engineer was thrown from his seat, hit (and broke) the glass on the open cab door with his head, and ended up upside-down on the gangway. Fortunately he was not injured, and fireman **Dick Pennick** was able to leap over the quickly stop our first (and only) "runaway train"!

When our Shay locomotive arrived in San Diego on June 10, 1967, it became the focal point of our Museum's mechanical restoration efforts, and EJL #10 was operated for the last time on October 8, 1967. Although "our man in Perris", **Charles Holcomb** continued to work on it and repaired its leaky throttle in 1969, EJL #10 was only occasionally visited by our members after that, and received little maintenance for thirteen years. It and Mojave Northern #3 (also at Perris) and the OETM/CSRM's own equipment were subjected to vandalism and theft in the then-unfenced open area where they were stored. Sometime in the



In the summer of 1980, PSRMA members start to prepare EJL #10 for its move from Perris to San Diego. The two people on the ground at right may be **Dick Pennick** and **Norm Hill**, but we're not certain. We paid a lot of money to store our locomotives in the weeds.
photo-L.Rose

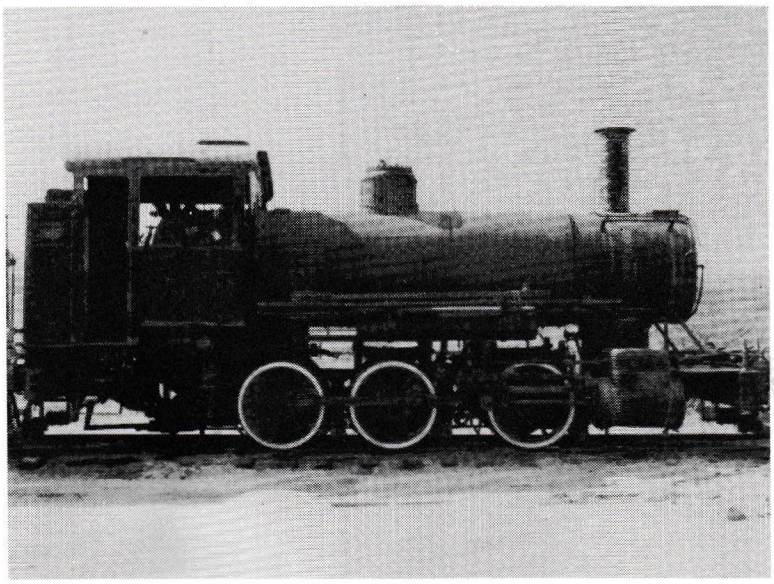
more ejlavino

early 1970s EJL #10's 400-pound middle (steam) dome casting was removed by unknown persons.

By 1980 our rent for locomotive storage at Perris had been increased to the point that it had become a serious financial burden. Rather than turn the two engines over to the OERM the PSRMA decided to move them to a much less expensive storage facility until our newly-acquired Museum site in Campo was ready to receive equipment. In preparation for the move, from mid to late 1980 nineteen PSRM members cleaned, greased, re-packed, repaired, and repainted EJL #10. The trim was painted black, and the wheel rims and lettering white, instead of the original yellow. The "L" monograms on the cab sides and rear were not reapplied.

After further work by both PSRM and OERM members, EJL #10 and MN #3 left Perris on their own wheels on January 6, 1981, and arrived in San Diego January 9th on the Santa Fe's Fourth District local. The Kyle-operated San Diego & Arizona Eastern Railway, with PSRMA member **Gaylen Dyreng** at the throttle, transferred them to a storage track at the La Mesa Depot, where EJL #10 was on display for over two years. Shortly after its arrival there, its missing steam dome casting, located on the Perris Museum grounds by OERM member **Paul Harr** and brought to La Mesa, was replaced (unpainted) on the locomotive. In April 1981, a hive of bees that had settled in its steam chest in Perris and "hitchiked" to La Mesa was removed by a professional bee removal firm, assisted by the PSRMA's **Robbie Smith**, who received several stings despite protective clothing (but no purple heart).

In July/August 1983, EJL #10 was taken to Campo on the Museum's first "Great Freight". In 1984 it was inspected by **Ken Helm** and **John Ashman** and found to be in need of much repair



NAKED SADDLETANKER! Here's what EJL #10 looks like without her bulky "corset", as she awaits asbestos removal in this October 6, 1990 photo (just a plain old 0-6-0, without the "T"). photo-B.Schneider



For those who've never seen one, this is what a locomotive saddletank looks like, at Campo, October 6, 1990. photo-B.Schneider

work. It was decided to prioritize our limited steam restoration resources, and concentrate our efforts on SP #2353, HLC #3 (Shay), and Coos Bay #11, all of which were more needed for mainline operations or were in better shape.

EJL #10's steam dome was again removed in 1986 for repainting. In 1990 the saddletank was removed so that its potentially harmful asbestos jacket insulation (which improved the boiler's heat retention and thus its efficiency) could be removed. The locomotive is currently awaiting transfer to a facility where that work can be safely done, after which it will be returned, reassembled, and repainted (with yellow trim and complete lettering again) for display at Campo pending full restoration.

Ultimately EJL #10 will be restored and again operated by our "living" museum in its original role - that of yard switcher, probably in "scripted" performances moving cars around to educate our visitors in the sights, smells, and sounds of real old-time coal-burning steam railroading. It will add to our interpretive ability, and show there's much more to a railroad museum than polished varnish, static displays, passenger trains, and idle freight cars. EJL #10 will demonstrate the dirty, monotonous, but economically essential daily work of railroads in the not-always-glamorous time when they were truly the "lifeblood of our nation", bustling busily in a yard designed for that purpose - crude, cluttered, and crowded, yet crucial to success.

* * * * * * * * * * * *

Thanks are given to **Terry Durkin, Dick Pennick, Roy Pickering, Allen Copeland, Jim Doyle**, and **Jim Bachorz** (of ALCo Historic Photos) for their help, and especially to **Larry Rose** for his assistance and careful, well-organized research and preservation of historic materials and photographs.

TAMER OF CARRIZO GORGE CELEBRATES 92nd AT CAMPO

By Rich Borstadt

In the halcyon days of 1915 young **Bill Garber** turned the physical conditioning from his football playing for San Diego High School, and a class in surveying he had taken there, into a job and an engineering career. The new San Diego & Arizona Railway was ready to build its most challenging stretch of track in order to link the Imperial Valley with San Diego; the rugged path through the Carrizo Gorge. **William F. Garber** was ready to help them do it.

In the here-and-now of 1990, on September 15, he returned to Campo to celebrate his 92nd birthday on the Museum's Miller Creek run over the rails of that railroad, long since completed. "We asked Dad if he would like to celebrate by going for a train ride through some of his old stomping grounds on the old 'impossible railroad' that he helped make possible," said **Jean Garber**, his daughter-in-law. She and her husband, **William F. Garber, Jr.**, arranged the event, gathering at the Campo Depot his lifelong friends **Grandville "Granny" Martin**, the 95-year-old vaquero and historian of the border country, with his wife **Molly**, and **Carl Eichenlaub**, retired Superintendent of the SD&A who started with the line in 1914.

The senior Garber smiled as he recalled "enjoyable" experiences of 75 years ago. "They were hiring anyone who could open the door and walk across to the employment office," he remembered. "I passed this test and was signed on as Engineering Aide at $35 a month. At that time, the steel was laid as far as Jacumba from the west and Dos Cabesos from the east. The problem at hand was to find a way to connect the two ends through the Jacumba Mountains; as rugged as any terrain in North America." He paused thoughtfully. "The first view of this god-forsaken hole in the ground is indeed awe inspiring. All of a sudden you come to the brink of this chasm and all noise ceases abruptly! I don't recall ever seeing a bird in the Gorge. Shout as loud as possible but noise will travel about as far as you could throw a canteen; the mass of boulders and



The **Bill Garber** birthday celebrants stop for a photo "runby" near the Campo Depot after stepping down from the Miller Creek train. From the left, **Jean** and **Bill Garber, Jr.**, **William F. Garber** (the birthday boy), **Grandville "Granny" Martin, Carl Eichenlaub,** and seated, **Molly Martin.** A good time was had by all.
photo-R.Borstadt

more tamer

pockets absorbs sound like a blotter. Strangely enough there was always water in the bottom of the Gorge, but you dare not drink it! There were three springs in the eleven miles, appropriately named **Arsenic, Salhepatica**, and **Sizzle**. If you were dying of thirst, you might survive a small swallow or two of the stuff that came from **Sizzle.**

He told of rocks ranging from football size to huge boulders "larger than the U.S. Grant Hotel," where a deathly, silent life existed in temperatures frequently hovering over 115 degrees Farenheit. "You were hardly ever alone." His expression conveyed the caution and alertness required at all times. "If there wasn't one rattlesnake stretched out along the line of shade cast by a huge boulder, there were two. Better there be two! If not, the mate undoubtedly was hidden from view."

"An Engineering Aide was required to keep the line of sight between transit and foresight clear of trees, cactus, brush and rattlesnakes. I worked my way to the exhalted position of Head Chainman at $75 a month. Many happenings kept life from becoming monotonous; gamblers invaded camp on payday, murder, and accidental death. My, all this was so long ago!"

The birthday visit was a pleasant beginning to a continuing relationship with the Museum. **Mr. Garber** and **Mr. Eichenlaub** have consented to participate in the Museum's oral history program to preserve their recollections of the railroad-related events in which they participated and the people they knew. **Carl Eichenlaub** will be making regular visits to the Museum, and the first recorded oral history interview session with **Bill Garber** took place at his home in Lakeside, October 20th. The Oral History Archive resides at the Museum Library.

"In time I learned the trains no longer operated; the only way you could get there [to the gorge] was to fly over it." Glancing back at the Museum demonstration train, Mr. Garber said, "Well, once again the impossible is made possible. It was great!"

-Thanks to **Jean Garber** for making the event and this article possible.-

REPAIR OF CARRIZO GORGE

By Charles Alban

Reconstruction of the collapsed tunnels in Carrizo Gorge has begun, the contract having been awarded to a company called NPI, a subsidiary of the Morrison-Knudsen Corp. The Project Manager is **Matt Needles.**

The insurance companies that originally insured the tunnels have agreed to pay a maximum of $7 million. If the tunnel repair cost exceeds this, RailTex, the parent company of the San Diego & Imperial Valley Railway, agreed to make up the difference.

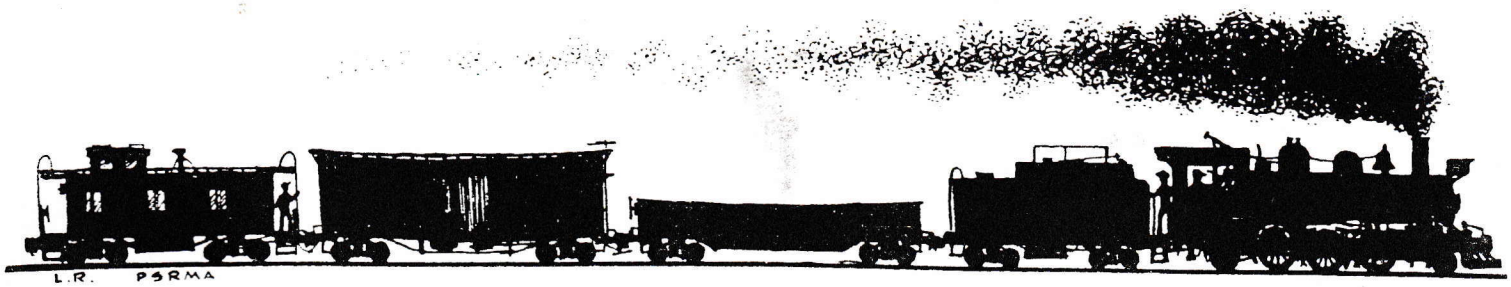
The two tunnels will be excavated by wheeled front-end loaders, then be lined with steel and gunite. A 600' siding has been installed on the horseshoe curve before tunnel #8 for storage of the work train, but will be removed at the end of the contract, because the two switches are both on a curve.

Matt Needles states that if there are only two falls of rock in #8, as can be seen from both ends, then the tunnel could be reopened in about a month. However, if there are more collapsed areas inside over its 1,200-foot length, then it may take up to six months.

Museum member, **Gaylen Dyreng** (you remember from the last issue, he was the bride-groom), is the locomotive engineer for the SD&IV on the work train. **Paul Westover** worked on the siding installation.

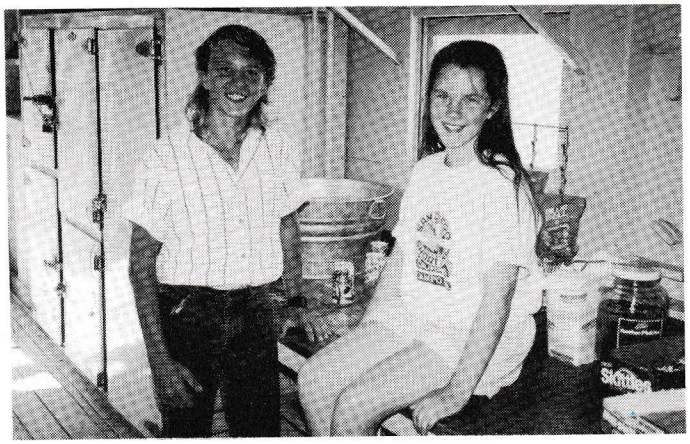
"Wally's Curve" has slid a little, causing some consternation. **Needles** was concerned about getting his work train around it, never mind regular freight service. One can only speculate that some more money will have to be spent to increase the radius of this curve by removing more rock on the inside of the curve, enabling the curve to be lengthened.

Other news concerning the Jacumba area: The Jacumba Ranch project has run into difficulties with the County regarding the preservation of Indian sites. This has effectively jeopardized the economic viability of the project and the promoters have decided not to continue with it.

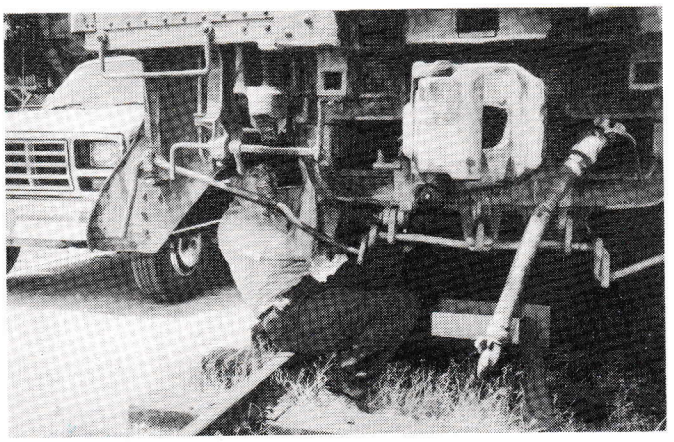


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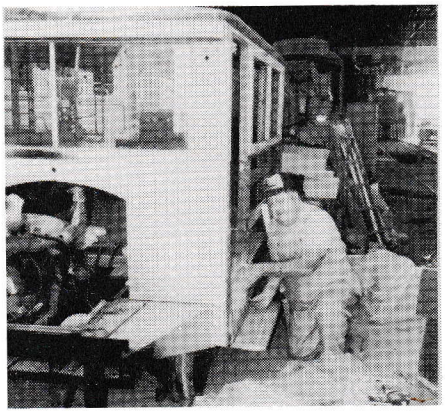
VOLUNTEER WORKERS' Photo Page - Bill Schneider



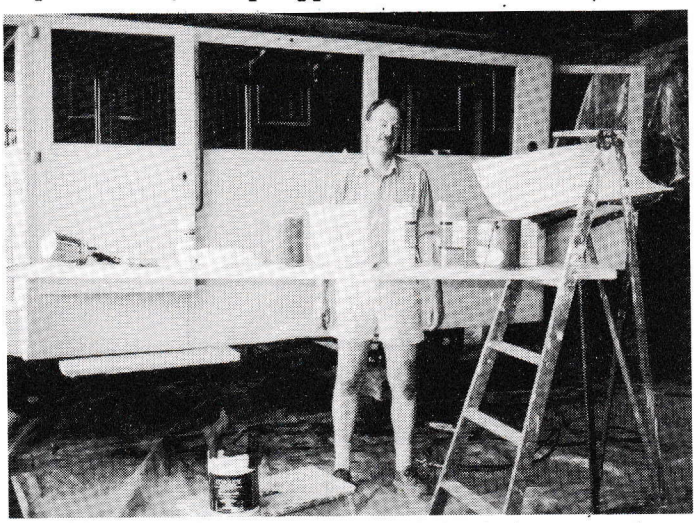
Modern-day "News Butchers" **Jason** and **Shawna Spriz** take a well-deserved break between trips in our ex-guard car, ex-kitchen car #G10 last summer. These young people (and others) work hard selling snacks, sodas and the like, to our passengers, keeping alive another old railroad tradition and bringing in additional revenue to the Museum. It's hot, hard work - the pan behind them was full of ice at the start of the trip; by the end it had all melted. Thanks guys - you <u>are</u> appreciated.



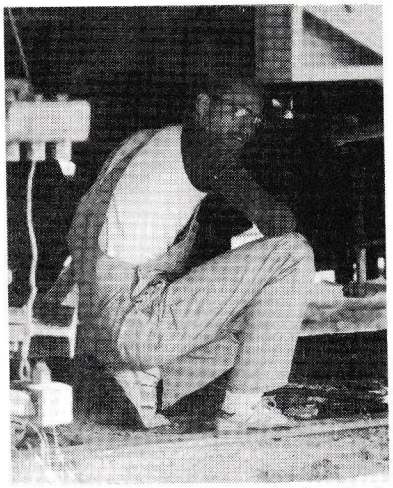
RAILFAN OF THE DECADE **Dick McIntyre** is shown in one of his usual working places at the Museum - underneath a piece of equipment - contemplating his next challenge. In this case it is the vestibule trap doors and mechanisms under the "Chief Manajaka". For this "metal magician" there are no 'problems', only **opportunities**! Smile, Dick!



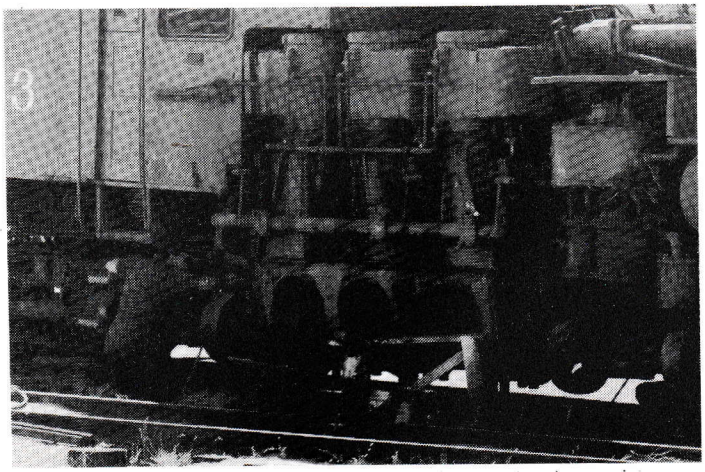
Harry Hurry replaces some lower steel siding on our railbus, SMV #9, in the Campo carbarn. Harry reports that he still hasn't had any success in locating a steering wheel for the railbus.



Charles Alban comes up for a breath of air during the repainting (in high-gloss black) of the underframe of railbus SMV #9. Work is progressing well, and is targeted for completion in April, 1991.



Jonathan Howard turns around just long enough to have his picture taken as he crawls under Shay locomotive HLC #3, in October. The glamorous life of a Museum volunteer...



Steam Operations supervisor and former Executive Director **Jim Lundquist**, gets down on his knees while performing maintenance work on our Shay HLC #3 in October.

SANTA MARIA VALLEY RAILBUS #9 UPDATE

By Charles Alban

This little bus project is fairly steaming along, under the able direction of **Harry Hurry**, and assisted by **Charles Alban.**

Tasks in progress or completed so far are:

*The new lower steel siding has almost all been reinstalled, with help from **Ted Kornweibel** and **Frank Stites.**

*All of the interior wood roof has been stripped of paint and is ready for revarnishing, as originally specified, by **Charles Alban**, assisted by **Duane Leal.**

*New authentic plough bolts have been fabricated and installed by **Harry Hurry** and **Jim Hamill**, to hold the body to the chassis.

*All new laminated glass has been ordered from Heckman Glass of El Cajon, to replace the dangerous existing plate glass.

*An extremely impressive new front pilot (cow catcher to the uninitiated!) has been manufactured by **Jim Hamill**, working from photographs of the original.

***Dick McIntyre**, metal magician, is fabricating new seat brackets, and will modify the turntable, possibly with a reduction gear, to make it easier to operate.

*The steel inspection cover for the transmission and fuel filler were installed by new member **Bob Rovas**, with his son **Randy.**

*The radiator shell is now with **Bill Yoak**, at Aviation Specialities, at Palomar Airport, for fabrication. Schwartz Engerprizes found that they could not handle the job.

Bill Yoak manufactures components for the Aerospace Museum, and in addition to being an aircraft buff, also turned out to be a rail fan as well (this seems to be a fairly common shared interest!). He will probably donate the new shell, which is probably worth $800-1,000. He may drop in on us at Campo by helicopter to inspect the bus.

When the shell is completed, the radiator itself will be manufactured by AAA Radiator of San Diego.

Regarding transportation of the bus to the Sacramento Railfair, we have one of those wild-eyed schemes which things like train museums are founded upon.

The railbus will fit neatly inside our Santa Fe Horse Car. The #3751 steam locomotive rebuild project at Fontana is in need of baggage/storage cars to include in their 14-car consist which #3751 will be hauling from LAUPT to Sacramento. The idea of using the horse car to transport the railbus, and to help them with their storage needs, appeals to them.

We are investigating the feasibility of installing tight-lock couplers on the horse car, as required by the Santa Fe Railway. We will also have to build a loading ramp.

As always, we are looking for help on this project. The work load is nearing the peak at the moment, as everything starts to go back together, and it starts to look like a railbus again. The work is fairly simple and rewarding. Call Charles at 941-1397, or Harry at 697-8040.

DISPLAY BUILDING NEWS

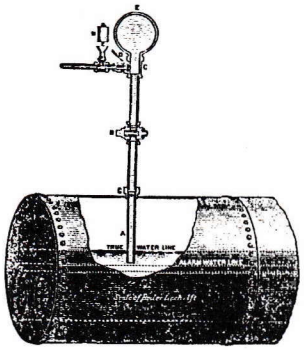
By Charles Alban

Sad to report, but we have run into some heavy-duty problems on this project. At plan check stage, the County reviewed our original Major Use Permit granted to us in 1982. This had a number of conditions, such as the resurfacing of Sheridan Road, building-code compliance survey of the existing building, provision for paved parking areas, landscaping, etc. Unfortunately, we have not been able to comply with many of these conditions due to lack of money, labor, and available time to deal with these things during working hours.

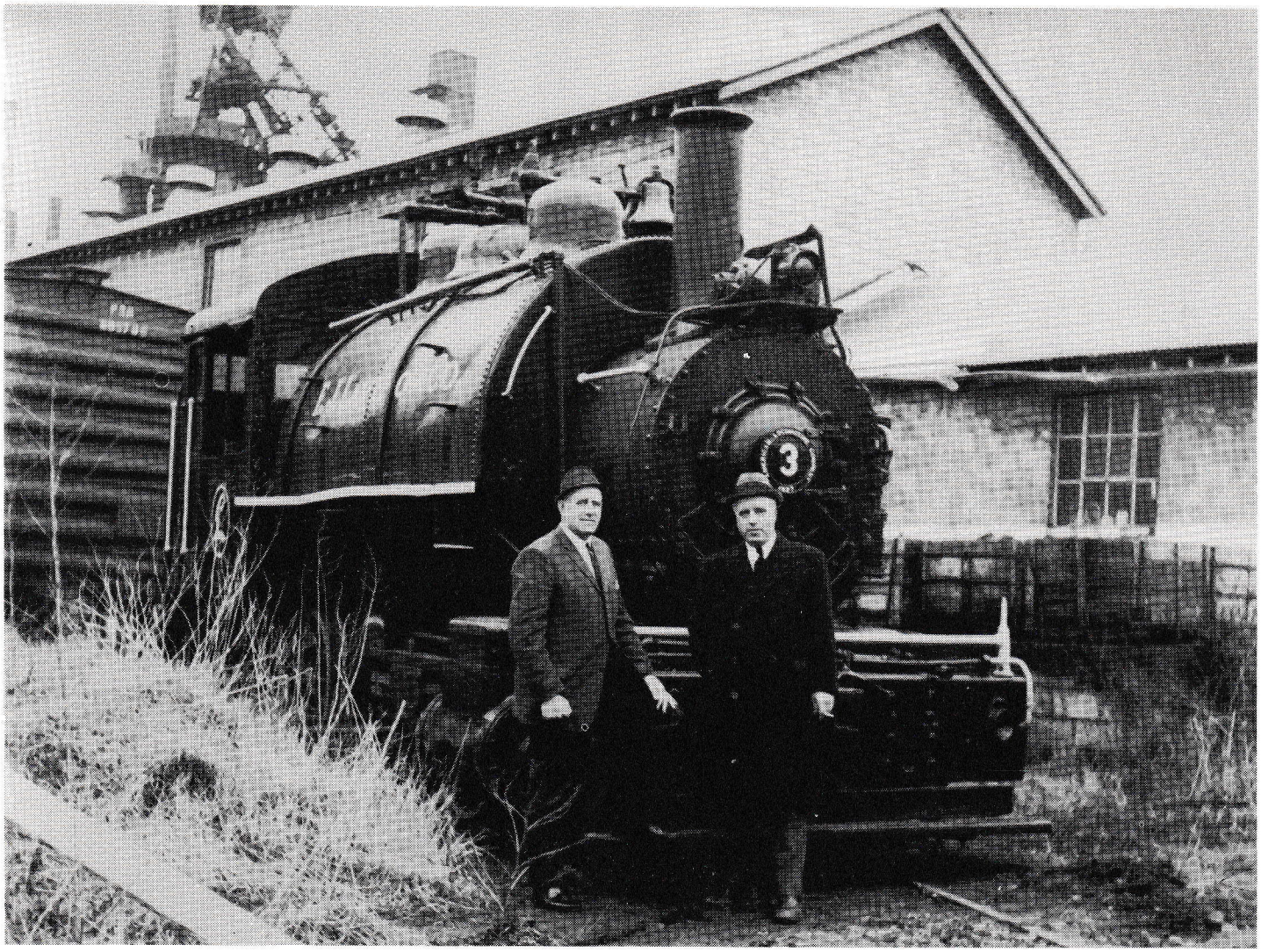
It is likely that the County will require us to apply for a new, revised Major Use Permit to reflect more accurately what we are actually capable of doing at Campo.

Past Board President, **Robert Eikel**, has kindly agreed to tackle this problem with the County. We will have to obtain permits for all sorts of things, such as building additions, electrical, bunk trailer, etc.

We hope that the County will allow us to process the building permit application for the new building concurrently with resolution of all the problems associated with the Major Use Permit.



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Millionaire rail buff and Steamtown founder **F. Nelson Blount**, and E.J. Lavino president **J. Albury Fleitas** in front of E.J. Lavino #3, which went to Steamtown. The back of this photo states that our #10 is a "...twin to this locomotive, but in better condition". Notice the different lettering scheme, grab handles, single front running board, and bell behind the stack atop the saddletank.
photo-PSRMA Archives

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