



NOV-DEC 1990

REPORT

NO. 226

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

RAIL RAISIN'

DATE: January 12, 1991 TIME: 9:00 AM

NAME: John Henry (MUSEUM VOLUNTEER)

OCCUPATION: Steel Driving Man (YOU Don't Need To Be)

EXPERIENCE: None Required

JOB SITE: Campo, California (EAST LEAD)

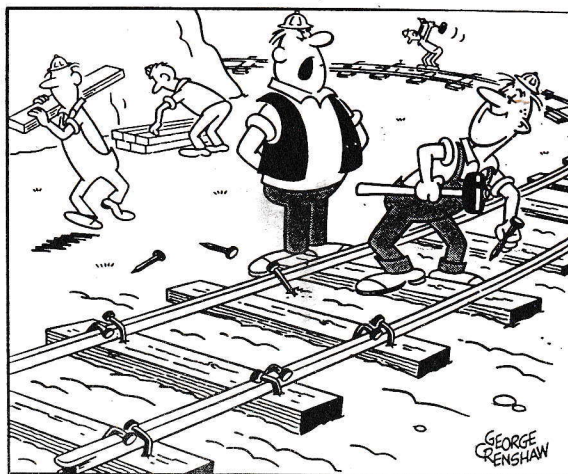
PURPOSE: Major Step in the Completion
of the EAST LEAD

MEALS: Lunch Provided

*APPLICATIONS FOR THIS MOST PRESTIGIOUS POSITION
ARE NOW BEING ACCEPTED IN THE MUSEUM OFFICE.*

*PLEASE CALL BOBBIE AT 291-9220
IF YOU ARE AVAILABLE.*

EAST LEAD TRACKWORK



"You must be the new man!"

From the EXECUTIVE DIRECTOR

The end of 1990 is at hand, and it seems that we have again had a busy and fulfilling year. We acquired and transported a Turntable all the way from Fresno, and will welcome it to Campo on January 2nd, thanks to the generosity of Trailer-Train's two donated flatcars and the extreme goodwill of Santa Fe for help in loading and transportation. Our long awaited RPO Car arrived on the property, thanks to the Goldstein Trucking Co. And four weeks later the trucks showed up, thanks to a flatcar loan and free ride from, again, our good friends at Santa Fe. We took a first ever train ride out into Carrizo Gorge, almost to tunnel #5. Maybe this year we will get to go all the way!

Our big 10-wheeler, SP #2353, continues under serious restoration as the Steam Team, led by **Robin Becker**, labors to give us a fire-breathing monster!

We were able to give the San Diego County school children two chances to ride during Student Appreciation Days in both the spring and fall, and they loved it!

Our next rail project, the East Lead, is in progress thanks again to the Santa Fe for their donation of rail, and also to the Southern Pacific and **Ken Garges** for the Glendale siding donation.

The State Railroad Museum at Sacramento is throwing a 10th anniversary Rail Fair in May 1991, and our little Santa Maria Valley Railbus has been invited to participate, so Harry Hurry and Charles Alban are hard at work on a complete restoration. Our Board of Trustees has been raising money for the purchase of a Baldwin-Lime-Hamilton AS0616 diesel locomotive from the Oregon & Northwestern. This engine is a Demonstrator, and will find a place in our collection thanks to the generosity of the Board members. Because this engine has roller bearings and dynamic brakes, it will be at home in our mountain railroad.

I guess we had a pretty good year! NOW, on to '91. We will start construction of our new display building in the spring, and will continue track laying to accommodate our growing collection. We are hoping to move the old wooden SP cars from Jacumba to Campo before anything [more] happens to them. And of course our fondest dream, steam in the Carrizo Gorge may just become a reality. Before I close this article, I would like to remind the Volunteers that YOU are the heart and soul of this organization, and to thank you once again for another full year of hard work for the Museum. On behalf of the Staff and myself, HAPPY HOLIDAYS!

FRIENDS of the LIBRARY

by Roy Pickering

Friends of the San Diego Railroad Museum Library has been given the green light to highball. The purpose of the **Friends** is to raise funds for the library and give those museum and non-museum members who do not participate at Campo or La Mesa Depot a chance to assist in the growth of what we hope will become the best rail related library in the southwest. We are already well on the way with over 5,000 volumes, over 4,000 periodicals, over 2,200 maps and drawings, and over 2,000 photographs.

With your membership you will receive a membership card, a quarterly newsletter, a **Friends** book mark, a "Books Worth Reading are Worth Saving" book mark, a pamphlet on preserving books, and a pamphlet titled Your Old Books.

You can become a friend of the library for only \$5.00 a year or become a life member for only \$50.00.

The library is located at 6840 Mohawk St., San Diego (one block north of El Cajon Blvd., and one block west of 70th St.). You can call **Roy Pickering** at (619) 462-3392, evenings, for further information.

We are having an afternoon tea at the library on Sunday, January 27, 1991 at 1 PM. Stop by and get acquainted, and have a spot of tea with us.

GIFT CERTIFICATES

NOW AVAILABLE

Gift Certificates are now available through the Museum's business office. They are good for train rides (adults \$8, children 6-12 \$3), memberships, merchandise in the Gift Shop, special excursions, etc., and can be given for any occasion such as Christmas, birthdays, or whatever you may desire.

The certificates may be purchased in any amount. You can send a check or order over the phone and charge it to your credit card.

For further information, call **Bobbie Ringersma** at (619) 291-9220.

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

OPERATIONS - THIRD QUARTER, 1990

By Rene' Scheuerman

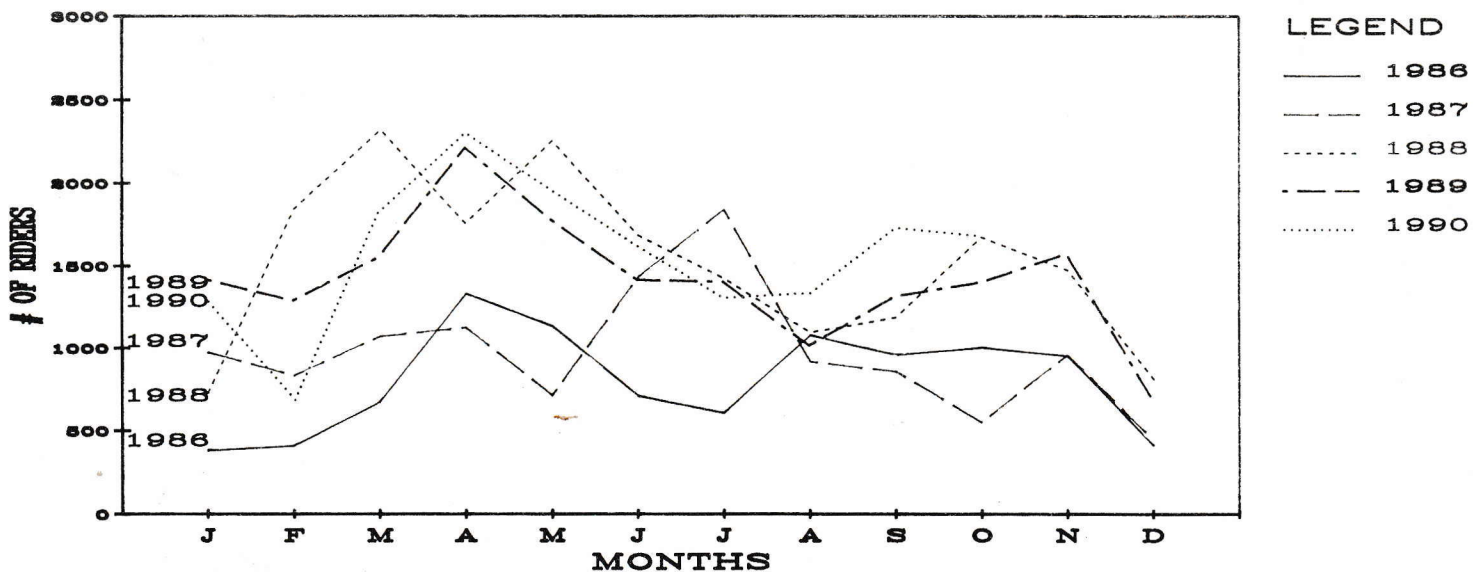
Apparently some of the peak ridership has shifted from late Winter/early Spring to late Summer/early Fall, as August, September and October showed the best ridership ever for these months. These numbers brought the ridership for the first 10 months of 1990 to 15,718, compared to 14,773 for the same period in 1989.

Congratulations to all the Operations volunteers for making Student Appreciation Days, October 29-31, a success, with 797 Elementary students learning about railroad safety, through Operation Lifesaver talks, as well as some railroad history. Special thanks go to George Boggs, Lew Wolfgang, Dick

Pennick, Randy Gibson, Chop Kerr, Al Keevil, Mike Reneau, Jim Cook, and many others for making this (and every) weekend of operations possible.

The presence of Morrison-Knudson at Jacumba has precluded the use of the depot area for special trips, but has the added benefit of security for the five oldest passenger cars used on the SD&A/SD&AE. I was especially pleased to see that Dick Pennick's crew has cleaned out the interiors and removed the skirting from some of these cars. The crumbling end platforms were also removed to show that the wooden underframes still appear to be in good condition.

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



	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	1305	1335	1731	1679			15718



SUPPORT YOUR LOCAL RAILROAD MUSEUM

E.J. LAVINO - PART II: THE COOKE HERITAGE

by Bill Schneider



THIS IS CALIFORNIA!!! EJL #10 poses proudly between palm trees near the La Mesa Depot in 1981, with the First United Methodist Church in the background. She glistens in her new

all-black paint with white lettering and wheel rims. The long-lost steam dome had been found and replaced, but had not yet been repainted. photo-L.Rose

In the last Report's story on E.J. Lavino #10, we noted that it was built at ALCo's Cooke Works in Paterson, New Jersey, and not in Schenectady, New York, -the first time this information has been published in the 24 years we've owned the little saddletanker. Because of its construction there, E.J. Lavino #10 gives our Museum a direct connection to the earliest days of locomotive production and enhances the historical heritage of our steam collection.

Planned as America's first industrial city by Alexander Hamilton, with a three-tiered raceway designed by Pierre L'Enfant to harness the power of the Passaic River's Great Falls, Paterson had many machine shops, mechanics, and boilermakers on hand at the beginning of the railroad era in the 1830s. It was natural that locomotives came to be built there, first as a means of using excess shop capacity, and later as primary products.

From 1832 to 1926 Paterson was the home of many leading locomotive builders, and for about 50 of those years was, with Philadelphia, the country's major producer of steam locomotives. Cooke, Danforth, Grant, New Jersey, Rogers, and Swinburne all built locomotives there in the 19th century, pioneers and innovators in a brand-new industry. Some prospered, some failed, but they built a large percentage of the locomotives that helped develop and link together our nation. Some of the old Rogers shops are preserved in the Great Falls Historic District, recalling Paterson's industrial past.

The Cooke Works began as a machinery business established around 1800 by John Clark, later joined by Charles Danforth.

Thomas Rogers worked there before opening his own machine shop in 1832, which began building locomotives in 1837. Rogers' superintendent, John Cooke, joined Danforth in 1852, and in March 1853 Danforth, Cooke & Company turned out its first locomotive. In 1865 it was reorganized as the Danforth Locomotive & Machinery Company, and in 1883 (a year after Cooke's death) was renamed the Cooke Locomotive & Machine Company.

In 1888 Cooke #1861 was sold to the Fort Worth & Denver City Railroad. This classic 4-4-0 later went to the Dardanelle & Russellville as #8, where it worked with two passenger cars (#10 and #14) acquired by the PSRMA in 1976. Rebuilt in 1938 for the movie Jesse James, D&R #8 was sold to 20th Century-Fox in 1945 and again worked with D&R #14 and RS&S #3 (ex-D&R #10) in several movies. Sold to Short Line Enterprises in 1972, it was used on the V&T and Sierra Railroads and at Railfair Sacramento 1981. Now owned by the Nevada State Railroad Museum, it operates at Carson City, and in December 1990 ran at Boulder City, Nevada.

In 1889 Cooke built a more modern plant in suburban Paterson to handle the increasingly larger and heavier locomotives then being made. Meanwhile, Philadelphia's Baldwin Locomotive Works had grown to the point it was producing 30-40% of the nation's locomotives and threatening to dominate the industry. To prevent this, in June 1901 the American Locomotive Company was formed from eight of its competitors: Brooks, Cooke, Dickson, Manchester, Pittsburgh, Rhode Island, Richmond, and Schenectady, with Montreal added in 1904 and Rogers in 1905. Cooke produced 2,755 locomotives between 1853 and 1901, when it became part of ALCo.

more Lavino

The older plants were soon closed and most operations consolidated at the Schenectady Works, but the relatively new Cooke plant remained in operation. ALCO gradually concentrated its small-engine production at Cooke, where #64764 (Lavino #10) was built in 1923. However, ALCO made no major improvements to the plant, and in 1926 the last locomotive built by the Cooke Works was turned out, ending nearly a century of locomotive-building in Paterson.

E.J. Lavino #10 may be an ALCO locomotive, but its birthplace at the Cooke shops in Paterson gives it an ancestry dating back to the very beginning of the industrial revolution in the United States, even before locomotives existed. It's much, much more than just a hunk of iron!!!

* * * * *

Appreciation is expressed for information used in this article to: John H. White, A Short History of American Locomotive Builders in the Steam Era (Bass, Inc., 1982); Clifton E. Hull, Shortline Railroads of Arkansas (Univ. of Oklahoma Press, 1969); New Jersey/Pennsylvania TourBook (AAA, 1990); Kyle Wyatt, Historian/Assistant Curator, Nevada State Railroad Museum; PSRMA Life Member Jim Wakefield; and PSRMA member Mike Retz.

VOLUNTEER of the MONTH

For November, the Executive Director gives special recognition to our Senior Civil Engineer, **Al Keevil**, who has also become a regular contributor to this newsletter. "Al spends a tremendous amount of time doing design work for the Museum. He also prepares permit applications as well as drawing all of the many prints necessary to keep our projects moving forward. On top of all this, he comes to Campo, works on the train crew, and still finds time to do the survey work we need. Thanks again, Al."

And for December, **Dr. Dan Marnell** is lauded. "Dan does so much work for the Museum that is unknown to the general membership, I thought it was time for some recognition. As you know, he is President of the Board of Trustees, and as such is responsible for the overall control of the Museum. What you may not know, is the amount of extra effort he puts into the Museum. He even takes a day off each week to catch up on Museum stuff. He has donated hundreds of books to our Library, and several railroad cars to the collection. From me personally, and from the membership, Thanks, Dan."

CAMPO DISPLAY BUILDING REPORT

by Charles Alban

As noted in the last issue of the Report, the County of San Diego is requiring us to fulfill the conditions of the original Major Use Permit before they will issue us a building permit for the new Display Building.

These conditions are:

1. Submit a plan for landscaping and irrigation and installation of same.

The drawings have been produced by our landscaping consultant, **Ed Duling**. Ed has undertaken to obtain suitable plants for the eastern boundary of the Campo property. Most of the irrigation system is already installed.

2. Submit a floor plan showing uses of the existing car shop, and obtain permits for any alterations.

This drawing has been produced by our civil engineer **Al Keevil**.

3. Submit an electrical line diagram and obtain permits for all installations.

Executive Director **Barney Barnier** is working on this drawing.

4. Building Code compliance survey of the existing car shop.

This has been done by a county building inspector. Numbers 2 and 3 above were the major results of that survey. Also the bunk room trailer is too close to the car shop and will have to be relocated.

5. Surfacing of parking areas and roadways shown on the Major Use Permit drawing with rolled oil mix.

We will submit a drawing showing the extent of treatment with oil spray.

6. Surfacing of Sheridan Road with rolled oil mix.

The County Public Works engineer has inspected Sheridan Road and will require us to patch a short section of Sheridan Road at the intersection with Forest Gate Road.

Past Board President **Bob Eikel** and **Charles Alban** are working with the County on these requirements.

And on the building itself, we have obtained a bid for the foundation for the new display building of \$18,600, including excavation. This is somewhat less than our original estimate.

STEAM WHISTLING: Notes from the STEAM TEAM

by Larry J. Williams

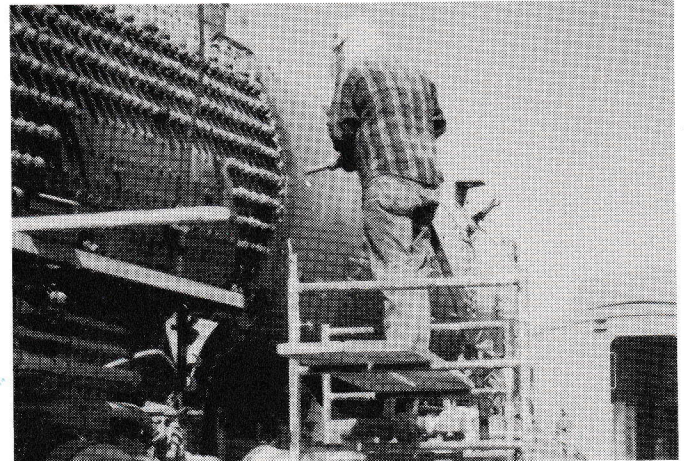
The sound of high pressure air and dust from flying paint and rust off locomotive #2353 has characterized the activities of the Museum steam restoration people lately.

Since the removal of all the boiler tubes from the 1912 Baldwin several months ago, the team members have been busy sandblasting away the accumulated rust and scale from both the inside and outside of the barrel and firebox. When cleaned, a coat of sealant is applied to ward off any future rust and prepare the outside surface for a coat of shiny black enamel.

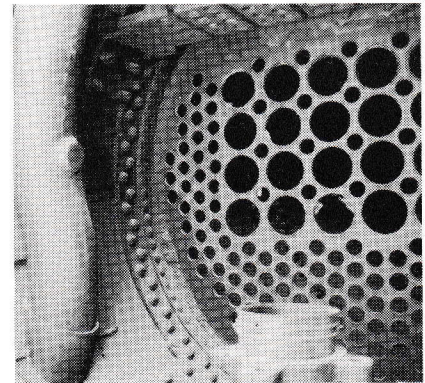
Once the metal was cleaned, the team called in a company to do the ultrasound testing on the sheet joints in an effort to locate any areas of serious deterioration. After these places are identified, they will be repaired adequately to insure safe operations when under the 200 pounds of pressure.

Recently the boiler and firebox were inspected again by **Mr. Dennis Daugherty** from the California State Railroad Museum in Sacramento. His report outlined the steps that still remain ahead for the Steam Team members to finish the boiler work.

During the same recent months, the team has solidified a fine working relationship with Frasier's Boiler Service of San Diego and their General Manager, **Mr. Mike Moore**. Currently the team is busy with Mike planning the steps to complete the boiler repairs, install new tubes, and execute all the various machine shop tasks on the brake and suspension systems. All in all, the team members feel they are making good progress toward future operation in passenger service of SP #2353.



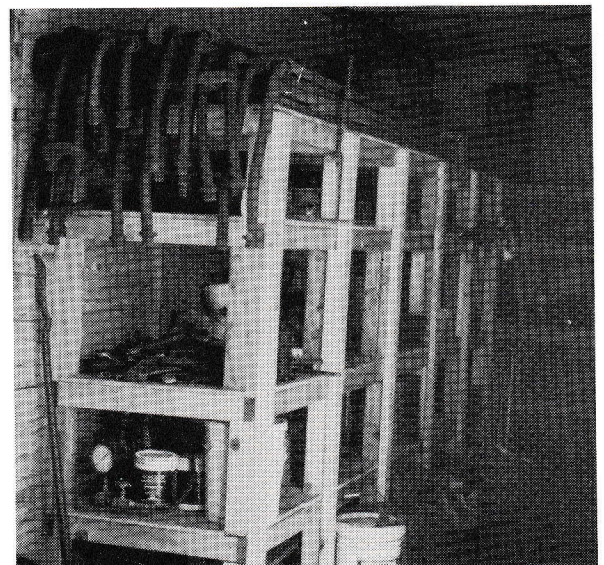
Exterior of #2353 being sandblasted by Steam Team member **Larry Moorhead**. photo-l.williams



View of #2353's front flue sheet, having been sandblasted, primed, and ready for installation of new tubes. photo-l.williams



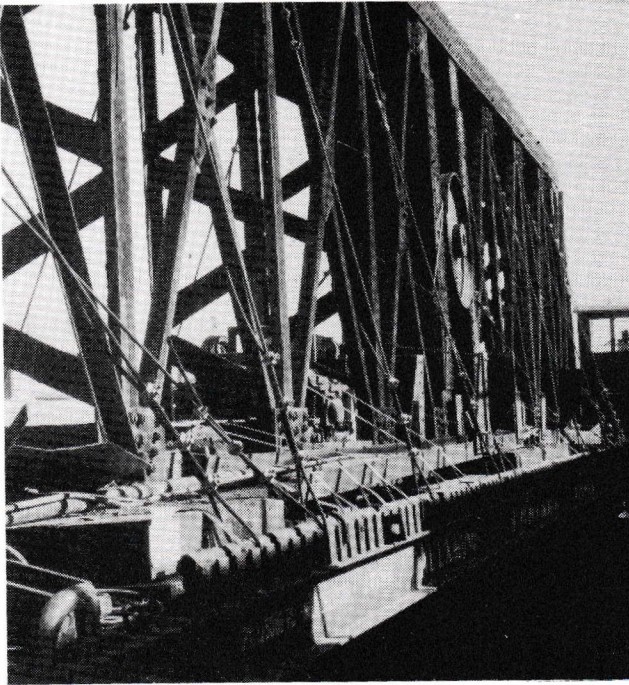
The Steam Team members wish to thank **Ted Kornweibel** and **Frank Stites** for their fine work in constructing storage shelves for our parts and equipment inside the Union Pacific box car #498769. We keep this car parked with locomotive #2353 so that we can easily put in



and take out items as they are removed and restored to operating condition. We have had to live with a jumble of things piled on the floor prior to the installation of the storage units. Again, many thanks to **Ted** and **Frank** for their fine work. photos-L.Williams

SANTA FE TURNTABLE ARRIVES IN SAN DIEGO

by Al Keevil



Underside of the turntable mounted on its side on Trailer Train car at Harbor Drive.

The long awaited Santa Fe turntable has arrived in San Diego and is parked on the siding northeasterly of Harbor Drive just south of the bridge over the Santa Fe tracks.

This story began on October 7, 1989, during the Jacumba Special Rail Trip. Roger Garrett, SDRM Director of Acquisitions, Bing Torpin, recently retired Assistant Vice President of the Santa Fe Railroad, Bob Welk, retired Executive Vice President of Santa Fe, and Joe Johnson, Production Manager of Cal Pro, began to discuss the turntable in the Calwa Yard at Fresno, California.

The discussion led to donation of the turntable to our Museum. Also donated were two 85-foot Trailer Train flat cars, which are in good working order. On January 28th and 29th of this year, our Executive Director Barney Barnier and this writer traveled to Fresno to examine the structure that Santa Fe had planned to release to salvage. The table was located in the Calwa Railroad yard north of Malaga, at the intersection of Cedar and East North Avenues in Fresno County, southwest of the city of Fresno.

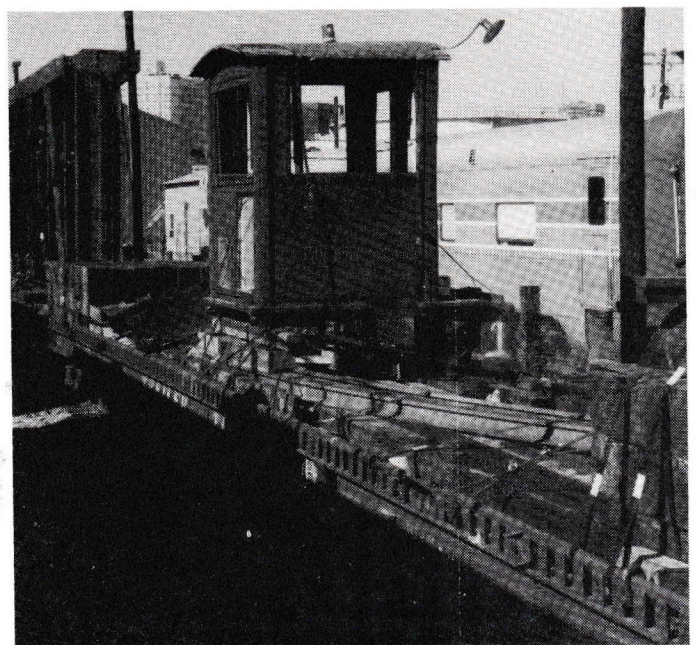
Arrangements were made with the Santa Fe Yardmaster, Wayne Hale, to allow SF Foreman Ken Buschman and his two sons, Thomas and James, and also Gordon Neufeld to work for the San Diego Railroad Museum to disassemble and load the table on the two donated flats.

General Crane of Fresno, owned by Ray Noble, was engaged to lift the table and

subassemblies onto the flats under the direction of the SF Yard men. Santa Fe furnished the wire rope, fittings, and blocking materials. A SF Section Crew disassembled the rails. The table traveled on its side and under extended height tags. Route investigation revealed that the clearance was very small but adequate to proceed through the Tehachapi tunnel.

The turntable was originally fabricated by American Bridge Company of New York in 1903, according to the name plate. It is a through girder design supported on 90# ring rails at a radius of 35.65 (+/-) feet and guided by a center pivot bearing. The structure is 74.5 feet long and sits in a 75-foot diameter pit that is 3.65 feet deep. The girders form a 14.1 foot wide structure without the control kiosk and trucks and jacking pads. The girder flanges are 1.1 feet wide and the girders are 6.35 feet deep. The decking is 1 x 1 timber balk which are supported on the bottom flange of the girders.

The Trailer Train flat cars are 85 feet long and have guard rails along the edges to prevent a load from overhanging. Car number ATTX 470860 has a rated capacity of 125,000 pounds, a load limit of 131,200 pounds, and a light weight of 78,800 pounds. ATTX 470513 has a rated capacity of 125,000 pounds, a load limit of 128,200 pounds and a light weight of 77,200 pounds. Both cars were built in 1955. The wood decks have deteriorated, but the cars are an obsolete design, which use end loading of 40 ton road trailers rather than present partial treadway design that uses side loading with a huge fork lift.



Overall view of the table structure, deck balk, control kiosk and ring rails.

Photos - Al Keevil

AROUND THE INTERPRETATION DEPARTMENT

by Rich Borstadt

As we move into a new year, things usually slow down for the holidays. This is not as true this year as in the past. Activity in preparation for SDRM's part in the Sacramento Railfair '91 is detailed elsewhere and Interpretation folk have been busy in their various areas.

The Bell and Whistle Room inventory at Campo went well, thanks to the able guidance of Bob DiGiorgio, and small material culture items continue to come into the Museum's Exhibits Lab from their various places of safekeeping. We have "rediscovered" come choice items in the way of railroad tools, especially in the telegraphy equipment holdings.

If you've been protecting small items for the Museum, please contact me (447-3297 evenings, or 544-5875 at work) to arrange to get the materials properly accessioned and integrated with the Museum's collection. We need to know the true extent and status of our holdings, in order to make proper use of them for our educational mission in future exhibits.

As you read this, we will have celebrated New Year's day with our first Tijuana-Tecate excursion. Details on that will be in the next Report, but you can look forward to another in the increasing variety of trips we make available during the year on our "home road", the original San Diego & Arizona Railway right of way. The next one will be over the "Desert Line" portion of the route between Campo and Tecate, on the President's Day holiday, Monday, February 18th.

If you would like to actively help in the planning and/or production of this new run, call me at the above number right away and get on the production team. Learn how one of these trips is put together, make use of old skills and add new ones. If you just want to take the ride, the trip offers tunnels and the 75-year-old, lower bridge over Campo Creek, as well as a chance to tour the Tecate/Carta Blanca Brewery, have lunch at one of the many restaurants and do a bit of shopping before an afternoon return to the U.S. and Campo. And, once the Jacumba trackage can be made clear of construction equipment new being used for re-building the damaged tunnels in the Carriso Gorge, we expect to be running eastward beyond Miller Creek, late in the year.

We have a number of special events and trips already on the calendar for 1991, a variety to appeal to everyone from those with a strong history interest to those fascinated by the mechanics of the steam behemoths of yesteryear and those attracted to the approaches to railroading of our neighbors to the south. They all have two things in common, they're **informative** and they are **fun**.

January 13-Moisture Enhancer Limited-Charles Hatfield Commemorative run at Campo (see below)

February 18-Campo-Tecate Special-President's Day Trip-Brewery Tour/lunch/shopping

March 30-Annual Banquet Meeting-At Tom Ham's Lighthouse

April 6-Puerto Penasco Special-Ferrocarriles Nacionales de Mexico One-Day-Mexicali-Penasco in search of super shrimp

April 19/29-Copper Canyon Adventure-Get-away train trip to Grand Canyon of Mexico

May 10/11/12-RailFair '91, Sacramento-California State Railroad Museum Anniversary

June 14-Second Quarter Meeting-San Diego Gas & Electric Auditorium

November 2-Puerto Penasco Special-Ferrocarriles Nacionales de Mexico One-Day-Mexicali-Penasco in search of super shrimp

November 15/25-Copper Canyon Adventure-Get-away train trip to Grand Canyon of Mexico

For more on any of the above, watch your Museum mailings and/or call the Museum office, 291-9220.

Our contribution to another event in the ongoing cooperative efforts of history oriented organizations in the Campo area is the above mentioned Moisture Enhancer Limited on Sunday, January 13th (see separate article). Discover the effects of long-ago massive storms of 1916 on the railroads of San Diego County.

The Museum's Oral History Archive is looking for people interested in helping collect the first-hand memories of witnesses to the myriad aspects of railroading. To orient those individuals to just what oral history is about, the department is offering a class in oral history techniques, an Introduction to Oral History, on Thursday, January 17th, at 7 PM in the Museum Library (69th and Mohawk in San Diego). It will provide instruction on selection and use of the right equipment for professional results, as well as organizational insights and approaches for the interviewer and end user of the resulting recordings. The class counts as an elective credit in the Trainman/Guide course as well as standing on its own for anyone fascinated with the richness that personal recollections can provide to the historical record.

NOTES FROM THE RESEARCH DIRECTOR

Bruce Semelsberger

Before getting into 1991, we'd like to wrap up 1990 by thanking a few individuals who gave us access to some really interesting historical material. Ethel Wade loaned us some photographs of Dan Armstrong, her esteemed ancestor, who may have been the only man to serve as conductor on the San Diego Southern, San Diego & Southeastern, and the San Diego & Arizona Railroads. Mr. Armstrong worked the excursion trains to Sweetwater Dam and La Presa in the early 20th century, and several of these unlabeled photos show areas which have changed so much they are now difficult to identify. These rare photographs have been copied and are now available for viewing at our library.

more Interpretation

Another "mystery" photograph was included in material donated by Grace Middlebrook, widow of local rail historian R.P. (Phil) Middlebrook. This one shows siding full of gondola cars (53 of them!) in Mission Valley, lined up eastward from Old Town along the south bank of the river at some early, but unknown date. Can anyone shed some light on this?

Lastly, the County of San Diego allowed us to copy some 1880's and 1890's townsite maps showing places along the rail lines. Some of these show the rights of way for the likes of never-built Texas & Pacific and San Diego Central Railroads.

Thanks to all the aforementioned folks for their contributions. Now, on to the new year.

My New Year's resolution is to create a new collection for the Museum. I'm going to collect **contacts**. By the end of the year, if everyone helps out, I plan to have assembled a directory of names we can call for assistance in our research efforts. The list should include members of museums, libraries, historical societies, railroads, government agencies, politicians...anyone who can help us get things done.

HATFIELD WASN'T COY

In late January Seventy-five years ago, an overabundance of rain struck the San Diego area resulting in tremendous floods and extensive damage. Some might attribute these spectacular events to the efforts of **Charles Hatfield**, the self-styled "moisture enhancer" or rainmaker. Here's an opportunity to hear this unique story of post-turn-of-the-century San Diego in full. Join us at Campo on Sunday, January 13th. The Stone Store Museum of the Mountain Empire Historical Society has arranged for a special exhibit of Hatfield's original rainmaking equipment and in conjunction with the Interpretation Staff of the Lake Morena County Park, will be making a special presentation between the Miller Creek Trains. Train Number One, departing the Campo Depot at 12:01 will be designated the Moisture Enhancer Limited for this run and will offer something extra in commemoration of The Rainmaker's precipitate efforts those many years ago.

Visitors may shuttle to and from the Stone Store Museum by rail and you may plan to ride either the noon or the 2:30 PM train, but arrive at least an hour early to participate in the special presentations and examine the exhibits, in addition to the ride. The normal restoration facility and rolling stock collection tours will be offered as well.

SCHEDULES of MEETINGS for 1991

BOARD OF TRUSTEES: Fourth Tuesday, alternate months beginning at 7:30 PM.

Place: San Diego Trust & Savings Bank
Trust Floor, Board Room
Sixth & Broadway
San Diego

Schedule - January 22nd, March 26th, May 28th, July 23rd, September 24th, and November 26th.

For further information, or if you want to be on the agenda, contact **Chop Kerr**, 291-4748.

FACILITIES DEPARTMENT: First Friday of each month, beginning at 7 PM, usually preceeded by members alternately bringing pizza.

Place: Museum Library
John Muir Elementary School
Kindergarten Building
Sixty-ninth & Mohawk
San Diego

Schedule - January 4th, February 1st, March 1st, April 5th, May 3rd, June 7th, July 5th, August 2nd, September 6th, October 4th, November 1st and December 6th.

For further information, call **Don Getz**, 465-9852, or **Dick Ruppert**, 459-2573.

OPERATIONS DEPARTMENT: Third Saturday of each month, at Campo after the second train (about 4:15 PM).

PLACE: Campo Museum Site
Crew's Lounge, Car Shop

Schedule - January 19th, February 16th, March 16th, April 20th, May 18th, June 15th, July 20th, August 17th, September 21st, October 19th, November 16th and December 21st.

For further information, call **Mike Reneau**, 466-5402.

INTERPRETATIVE COMMITTEE: Last Friday of each month,* beginning at 7 PM.

Place: Museum Library

Schedule - January 25th, February 22nd, March 30th,* April 26th, May 31st, June 29th,* July 26th, August 30th, September 28th,* October 27th, November 29th and December 28th.*

*Last meeting of each quarter will be on the last Saturday of that month, at Campo.

For further information, call **Rich Borstadt**, 447-3297.

In addition to regular meetings as outlined above, there is also a special mid-week Work Day at Campo - **every Tuesday**. For further information on what work is planned each day, contact **Jim Hamill**, 277-2626 (no, I'm NOT going to list a schedule with 52 dates - check your calendar).

LIBRARY NEWS

By Roy Pickering

Our Library has received some great donations recently from the following wonderful people: Grace Middlebrook donated photos, postcards, Rails of the Silvergate corrected by R.V. Dodge, various magazines, tickets and maps: Elmer H. Vierkant donated Railroad magazines and newspaper articles: Bob Underhill donated They Came By Sea, Fallout From the Skeletons Closet, and La Mesa, A Brief History: Ray Little donated AT&SF Public Timetable dated March 10, 1919, Southern Pacific Company time book 1889-90 for Mr. Bird F. Lyttle: Jack Hemphill donated Dispatchers, photos, SD&AE track legend, SD&A timetable (copy) No. 2, dated December 18, 1910, SD&AE employee timetables #88, 89, 90, 91 and 92, Maps - Imperial Valley 1936, drawings of SD&A pile driver (45' gins) 1909, 1917 map of San Diego showing railroad and electric lines including what sections washed out in the 1916 flood, 1899 map of southwest U.S. showing rail systems: Mary Ward, Historian for San Diego County Department of Parks and Recreation, donated The Station Agents Blue Book, 1928, by O.B. Kirkpatrick, used by C.D. Fessenden, SD&AE agent at Plaster City: Harry Hurry donated the book Harry Bedwell - Last of the Great Railroad Story Tellers by Frank P. Donovan, 1959: Bart Bishop donated Trains, Railroad, and Wheel Clicks magazines and a scrapbook collection of railroad advertisements from the early 1900's, gathered by Carter R. Bishop, Jr: Roger Tubbessing donated photos of railroad stations: Dick McIntyre donated four folding chairs and a rolling step ladder to more easily reach the top shelves in the library: Rowe, McEwen, Rowe & McElravy, a legal firm the Report editor's daughter works for, donated two office chairs and a metal storage cabinet (also a 2-drawer file cabinet the editor kept for newsletter stuff).

During the Desert Shield special train on November 17th, Bruce Semelsberger, Lori Jones, and Joy Moorhead sold hotdogs and lemonade for the library.

Laura Emery has started the long task of making catalog cards for more than 5,000 books in our collection; hang in there Laura.

Bruce Semelsberger has started inventorying the many boxes of employee files from the SD&A collection.

Randy Houk and his son David have been plugging away at sorting the vast magazine collection.

Wayne Davis continues work on the photo collection which seems to grow faster than he can catalog it.

We are making xerox copies of our photo collection for easy viewing of the photos (this will lessen the damage due to continuous handling). Bob Underhill is labeling the copies from the information on the backs of the photos. This is a great way to learn the history of San Diego Railroads.

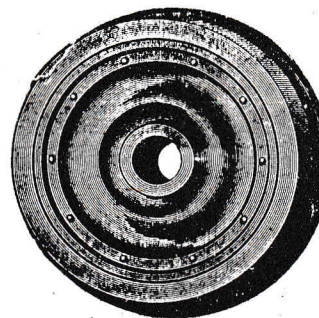
Library hours are 7 PM to 10 PM Tuesdays, and 10 AM to 4 PM Saturdays. If you have items to donate, questions to ask, or want to help in our efforts to sort, catalog, and otherwise make some sense of the volumes of documents we have, please call Roy Pickering at (619) 462-3392, evenings.



A brief break and photo runby is enjoyed by library workers, Laura Emery, Bruce Semelsberger, Roy Pickering, and Randy Houk.
photo-D.Houk

KRUPP'S

No. 1 WHEEL



**PATENT WROUGHT IRON
COIL DISC CENTER fitted
with STEEL TIRE and
RETAINING RINGS**

This wheel is no experiment, there being over 150,000 in use, and after a thorough test it has been demonstrated that it is the best, safest and most economical wheel in the market. The center is made by taking a strip of iron wider at the ends, and coiling it around a mandril and then forging it into shape by means of hydraulic dies, so that all centers of a given size are interchangeable and indestructible and can be refitted in any railroad shop, and it is the only wheel in the market the center of which is made of ONE piece of wrought iron.



Parties intending ordering rolling stock would do well to insert in their specifications that **KRUPP'S No. 1** WHEEL be used, and thereby obtain a wheel which will give satisfaction. Send for our Steel-Tired Wheel Catalogue, showing other styles of wheels.

THOMAS PROSSER & SON,

15 GOLD STREET, NEW YORK.

OLD COLONY BUILDING, CHICAGO.

SANTA MARIA VALLEY RAILBUS #9 UPDATE

by Charles Alban

Work is picking up speed on our entry for the 1991 Sacramento RailFair as the month of May looms ever closer.

All the interior steel sheeting has been stripped and primed by **Charles Alban**. Most of it has been reinstalled by Charles and **Daniel McLean**. Recovering of the roof with new canvas commenced Saturday, December 15th. **Harry Hurry** and **Brent** from the Freedom Ranch started the work. Brent was very energetic and enthusiastic about the project - we hope to see more of him.

The next day saw **Cliff Pennick** and **Dan McLean** continuing with this tricky task. The canvas has to be stretched tight across the roof, and then the corners have to be "blind-stitched". Dan's expertise from his upholstery classes was invaluable in achieving this in a professional looking manner.

I would like to give special acknowledgement to **Dan McLean**. He has been involved with this project from the initial acquisition of the railbus 25 years ago. His recollection of details of the vehicle at that time has been invaluable. Many people have worked on it and removed parts and components over the years, and it can be difficult to distinguish original parts from those remade by members. Dan is a very valuable member of our team and deserves special recognition and a big vote of thanks.

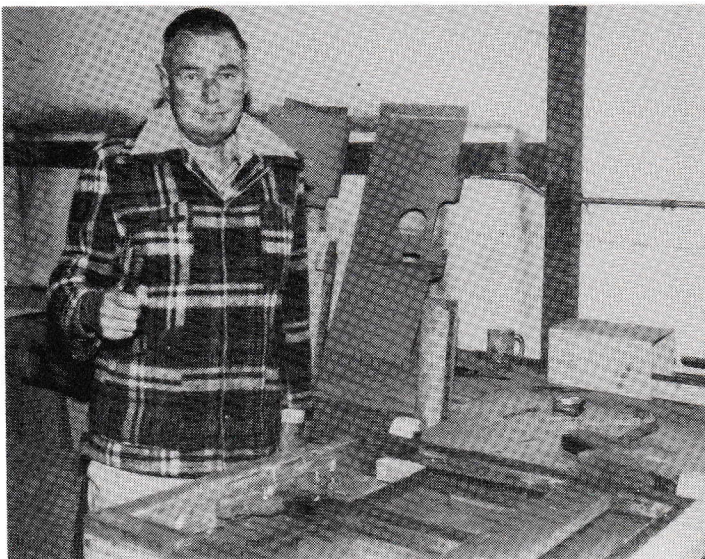
Dick McIntyre is working on the turntable drive to install a reduction gear which will help make the mechanism easier to operate.

One further note - if anyone who has been involved with this vehicle at any time, has any knowledge of, or has possession of any parts stashed away in an attic or dark corner of the garage, please call Charles at 941-1397, or Harry, 697-8040 (Harry is especially concerned about the steering wheel).

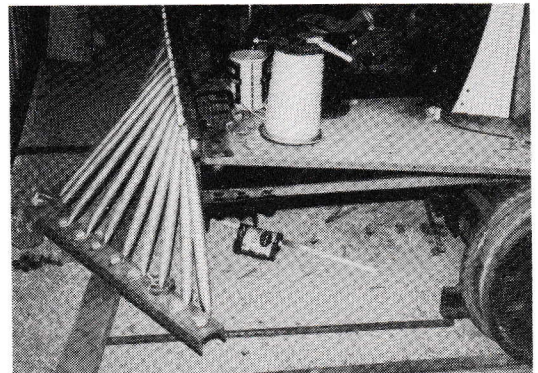
The photo below was taken while the railbus was in actual service with the Santa Maria Valley Railroad. The date is unknown, but it was taken, and provided by, **W. C. Whittaker**, of Mill Valley, California. The color of the bus at that time is believed to have been a dark gray.



Roof canvas is stretched into place by **Harry Hurry** and **Brent**, from the Freedom Ranch.
photo-c.alban



Dan McLean at work on Santa Maria Valley Railbus #9.
photo-c.alban



Santa Maria Valley #9, our Fairmont-built railbus, sports a new front pilot, built by **Jim Hamill**.
photo-b.schneider

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

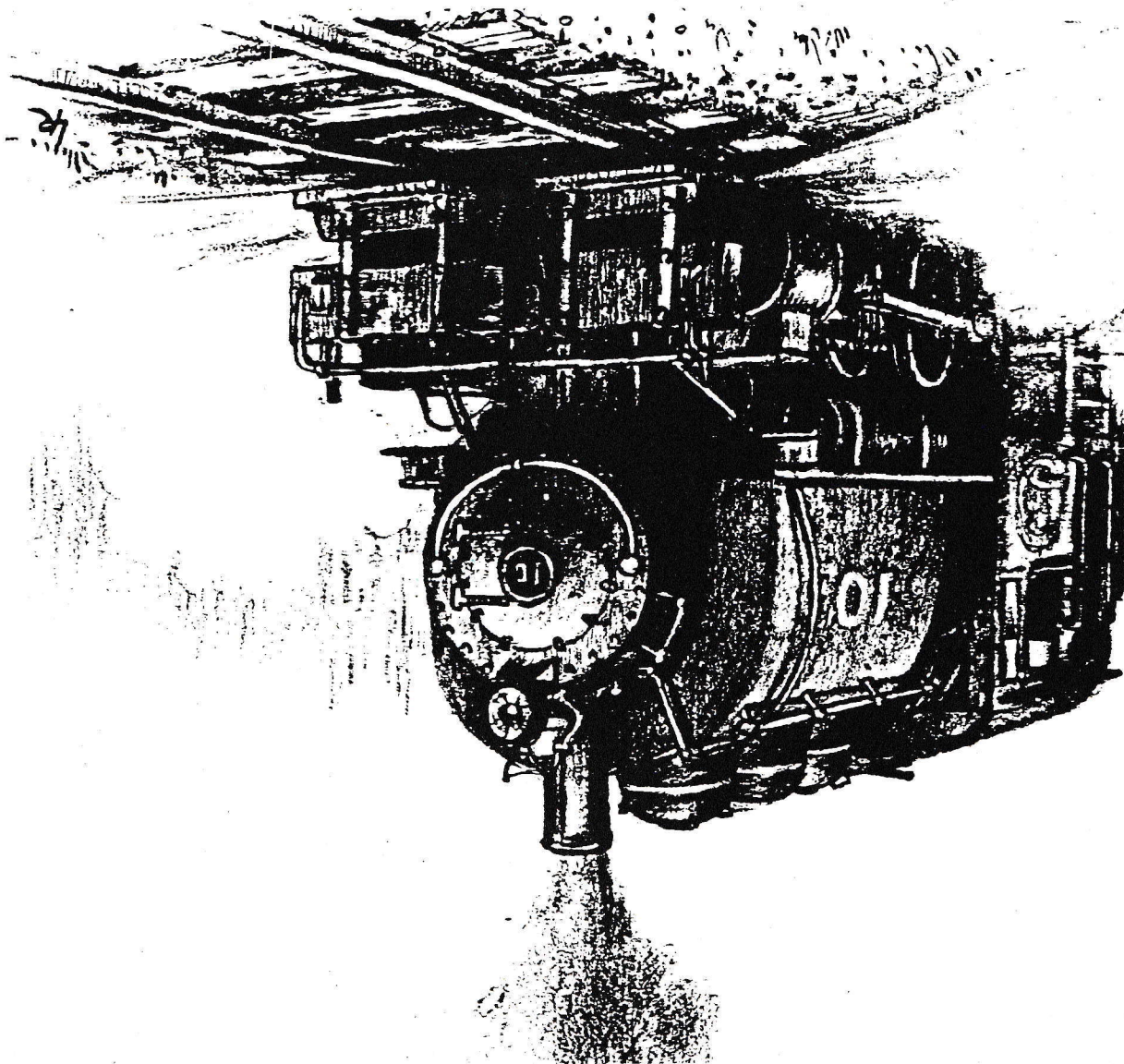


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**SAN DIEGO RAILROAD
MUSEUM**

Non-Profit Org.
U.S. POSTAGE
PAID
La Mesa, CA
Permit No. 205

AN ARTIST'S VIEW OF ETL #10 --- this drawing
was made by PSRMA Life Member Larry Rose,
based on a 1961 photograph.

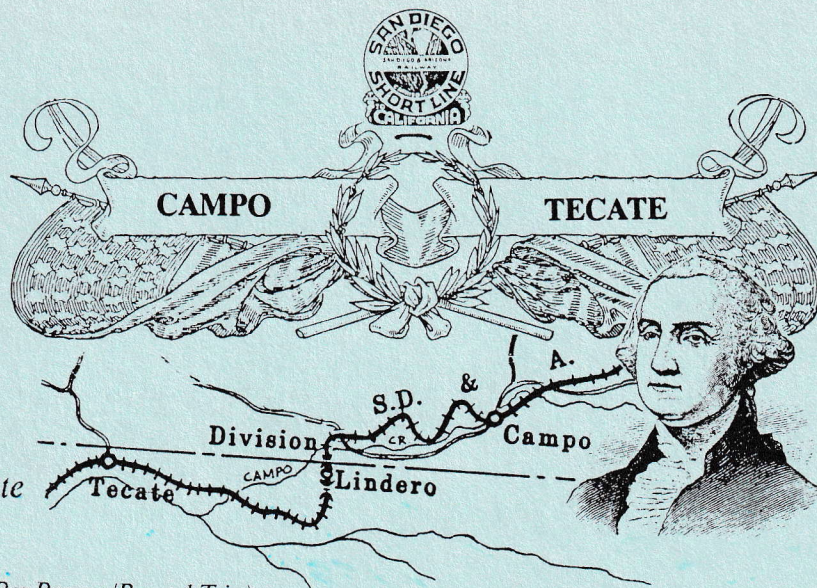


February 18, 1991



PRESIDENTS' DAY SPECIAL

Museum Holiday Run from Campo to Tecate



Fare: \$30 Museum Member and \$35 Non-Member (Per Person/Round Trip)

Departs: Campo Depot, 10:00 a.m.

Take Interstate 8 east to the Buckman Springs Road exit and drive south to the intersection with Highway 94 and right into Campo. There is plenty of parking at the depot. Boarding begins at 9:30 a.m. so allow sufficient travel time to arrive early (drive time is approximately an hour from most points in San Diego and suburbs). Snacks, soft beverages and souvenir items will be available on the train. Arrive for boarding well in advance of scheduled departure, as the train will leave on time.

Lunch is up to you. Bring a picnic basket or dine at one of Tecate's many restaurants and explore a Mexican border town very different from the big border cities of Tijuana, Mexicali or Nogales. Famous for its brewery and ceramics, there are shops that provide the constant delight of discovery. If you would like to include a tour of the Tecate/Carta Blanca brewery, let us know when you place your reservation. There is no additional charge for this but those taking the brewery tour should be in good physical condition, as it involves climbing some narrow stairways.

The train returns you to Campo where you will need to allow time for Customs and Immigration Inspection upon re-entering the United States. As in all cases when traveling in a foreign country, you should carry proof of U.S. citizenship.

Arrives: Campo, 3:30 p.m.

Space on the Presidents' Day Special train to Tecate is limited, so complete the form below and mail prior to February 8. Include check for full amount payable to the San Diego Railroad Museum, or provide credit card information.



Name: _____ Phone: _____

Address: _____

City/ST: _____ Zip: _____

Member(s) _____ at \$30 Non-Member(s) _____ at \$35

Total Persons: _____ Amount Enclosed: \$ _____

Master Card ☐ Number: _____

or Visa ☐ Expiration Date: _____

Signature: _____

☐ Brewery Tour

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TECATE
2870 4th Avenue, Suite C
San Diego, CA 92103

Phone: (619) 291-9220

