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REPORT

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

JOHN D. SPRECKELS COMMEMORATIVE EDITION



FIRST TRAIN TO CAMPO! When the first train from San Diego arrived in Campo September 16, 1916, local residents were on hand to properly welcome SD&A builder and president **John D. Spreckels** to the area. Shown (l-r) are: **John F. Forward**, who as San Diego's mayor in 1907 turned the first shovel of earth at the SD&A ground-breaking; **John D. Spreckels**; "old settlers" **Alphonso D. Grigsby** and **"Uncle" Lee Morris**; and **Harry L. Titus**, SD&A/Spreckels' chief counsel, with SP locomotive #2265 behind them. We can understand Forward's love of a good cigar, but what's that bush between Spreckels and Grigsby, and why is it there? Track ballast? photo-San Diego Historical Society (Title Insurance & Trust Collection)

JOHN D. SPRECKELS
LAST OF THE GREAT RAILROAD BUILDERS

by **Bill Schneider**



John Diedrich Spreckles, a wealthy investor and businessman, and eldest son of San Francisco sugar and shipping magnate **Claus Spreckels**, first came to San Diego in 1887. With his brother **Adolph B. Spreckels** as partner, he began buying, building, and investing in the San Diego area, which became his adopted home. Among the properties owned or controlled at various times were the Del Coronado Hotel, two of San Diego's three newspapers, a major bank, three of the largest downtown business buildings, various ranches and supply companies, the Otay/Morena water supply system, and the Coronado-San Diego Ferry. So great was Spreckels' influence, that when he offered to rent the Spreckels Building to San Diego for use as a City Hall, the Planning Commission turned it down because they felt Spreckels was too powerful already without also literally owning City Hall! (The mayor then fired the commission!) He was also a major Republican Party leader.

Spreckels also acquired three shortline railroads in San Diego County and built them into an excellent public transit network, contributing greatly to the county's growth in the turn-of-the-century pre-automobile era, when electric trolley lines were a principal means of local transportation.

In the early 1900s the Southern Pacific served all of California's major cities except San Diego, accessible only by the Santa Fe. SP President **Edward Harriman** wanted a connection to San Diego, but knew that people were generally suspicious of big railroads, especially his giant SP/UP conglomorate. He realized that building such a connection himself would make land acquisition and other negotiations more difficult, so in November 1905, the SP approached Spreckels about a joint venture.

At the same time, San Diego had wanted a "direct connection" railroad to the east for over 50 years. It felt betrayed when its initial link to the east, the California Southern Railway (completed in 1885 via Oceanside, Fallbrook, Temecula, and Riverside) was downgraded and later abandoned in 1891 after several washouts, in favor of its newer "Surf" line through Orange County. That in effect put San Diego at the end of a Santa Fe **branch** line from rival Los Angeles, frustrated its dream of becoming the major port for Southern California, and badly wounded its civic pride. **John D. Spreckels** was the catalyst who gave both San Diego and the SP what they wanted.

On December 14, 1906 Spreckels announced that he would build a railroad from San Diego to a connection with the SP in El Centro, to be named the San Diego & Arizona Railway. What was not made public was that Harriman's SP would finance the railroad, something only a few perceptive people surmised. Spreckels was admired, trusted, and an enthusiastic, determined local leader and civic booster who could (and did) obtain the support of the local populace, giving the SP a highly-respected wealthy leader as the line's visible builder, and giving San Diegans the confidence that he'd see it through. Ground was broken September 7, 1907, and SD&A construction began. It was not to be easy, but Spreckels was the right man for the job.

Problems soon began. In September 1909, Harriman unexpectedly died and the new SP management decided the San Diego connection was too expensive and not that important, and cut off further funds, revealing who had been financing the SD&A. Spreckels himself said that cutoff was "tantamount to a knockout", but decided to keep building the railway with his own money. The SP tried to get him to buy out their much greater interest, but he refused. In 1912 an SP suit was filed against Spreckels to recover the $3,000,000 that Harriman had advanced, but it was dismissed in 1916 and the SP was forced to retain its interest in the SD&A. However, the litigation slowed progress, and Spreckels was sorely tested to keep construction going.

Another crisis arose in May 1911, when Mexican Liberal forces led mostly by socialist IWW-inspired Americans seized Tijuana and created many difficulties for contruction crews working on the Mexican portion (Ferrocarril Tijuana y Tecate) of the line. On June 22nd they were defeated by

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more Spreckels...

Mexican Federal troops, and many of the Liberals surrendered to American authorities through an SD&A caboose parked astride the border at Tijuana. From April to June 1914, political tensions between the United States and Mexico again affected the line's construction.

A major disaster to Spreckels' other railroads and to a lesser extent the SD&A came in January 1916, when the famous "Hatfield the Rainmaker" floodwaters went on a rampage, destroying buildings, bridges, tracks, and rolling stock. The Campo and Tijuana River areas were the hardest hit on the SD&A. Again Spreckels rose to the occasion. "Put it Back!" were his orders.

Financing eased a bit in 1917 when a new SP administration began funding SD&A construction again, and Spreckels merged his other railway interests into the SD&A.

Then came another blow. The United States entered World War I on April 6, 1917, and on December 28th the U.S. Railway Administration seized nearly all the nation's railroads and halted all new construction. But even the U.S. government was no match for **John D. Spreckels!** He went to Washington, D.C., and convinced the authorities that the SD&A's strategic border route and San Diego's naval facilities were of vital national interest, and on May 10, 1918 control was given back to the SD&A.

The most difficult and final stretch of construction was through the "impossible" (and almost "impassible") Carrizo Gorge. It was incredibly difficult and expensive to build, but Spreckels was determined to give San Diego its "direct connection" to the east. On November 15, 1919 he did just that, personally driving the SD&A's final (and golden) spike in the gorge. He referred to that event as the "happiest moment" of his distinguished life! He also remarked that it was well that men could not forsee all the obstacles and difficulties lying ahead in the undertaking of great enterprises. He certainly spoke from experience.

The line's first through train to El Centro ran on November 30th, but the SD&A's official "Grand Opening" came at 3:40 PM December 1st, when the first train from El Centro arrived at San Diego's "Union" (Santa Fe) depot (pulled, ironically, by SP locomotive #2708). Thousands cheered; it appeared the Santa Fe's monopoly on San Diego's rail traffic was



John D. Spreckels experiences the self-described "happiest moment" of his life as he drives home the Gold Spike, completing the SanDiego & Arizona Railway on November 15, 1919 in Carrizo Gorge. In the white suit at left is San Diego Mayor **Louis J. Wilde**; the hatless man in the dark suit at right center is **William Kettner.** Anyone who was anyone was there! But whose dog is that? Note the lack of ballast, which may explain why the first through train to El Centro didn't run until November 30th!
photo-San Diego Historical Society (Ticor Collection)

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more Spreckels...

ended, and colorful Mayor **Louis J. Wilde** expressed the mood of the city when he rather over-exhuberantly exclaimed "Here comes San Diego's first real smokestack!" The entire week was proclaimed as a "Transcontinental Railway Week Celebration" to honor the completed railroad.

John D. Spreckels (whose name was on occasion mis-spelled "Spreckles") richly deserved the on-board luxury provided by SD&A business car #050 "Carriso Gorge" after all his hard efforts in building the line. The construction of the SD&A was his crowning achievement, and one that was driven far more by pride and determination than by personal profit. **Spreckels** retired in 1923, turning most of his business interests over to his son, **Claus**, with **Armand T. Mercier** becoming president of the SD&A. At a dinner he hosted for 100 business leaders on May 19, 1923 at the Hotel Del Coronado, **Spreckels** commented "Whatever else I may or may not be, I am not a quitter!". His building of the SD&A attested to that. He was later honored at a "Spreckels Appreciation" dinner at the U.S. Grant Hotel attended by 600 business people from as far as El Centro and Yuma.

His death on June 7, 1926 marked the passing of the last of our nation's great individualistic railroad builders, a fact not always recognized by historians and rail buffs, who all too often assume that such individuals lived only in the 19th century. Mayor **John L. Bacon** issued a proclamation asking that public buildings and business houses be closed during funeral services, and civic leader (later Congressman) **George Burnham** said "San Diego has no greater name than **John D. Spreckels**...he was the heart and life and nerve...of the city he loved and helped to build".

At the time of **Spreckels'** death, the huge John D. Spreckels Building on Broadway between 6th and 7th Avenues, conceived as a lasting monument to him, was only half completed. It was soon sold to a local syndicate and purchased in 1929 for $3,000,000 by the Bank of America, which used it as its San Diego main office for over 50 years.

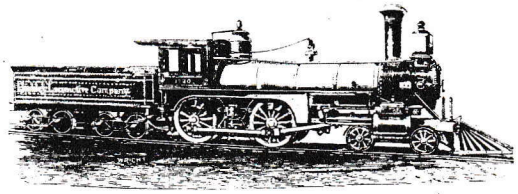
In 1933 **Spreckels'** heirs sold their interests in the SD&A to the SP, which renamed it the San Diego & Arizona Eastern Railway. Today the most visible legacies of **John D. Spreckels** in San Diego are the Spreckels Theatre Building (formerly SD&A headquarters) downtown, and the popular Spreckels Organ Pavillion in Balboa Park. And of course, the "suitable business car" acquired for his use, now safely preserved at Campo and being restored as a tribute to **Spreckels** and what he did for our region. Would that we could restore it more quickly, and occasionally display it around the state and nation at special events to remind new and future generations that **John D. Spreckels** was of that special breed apart that never quit nor shirked a challenge, and was the last of our nation's great railroad builders.

* * * * *

Material for this article was obtained from and acknowledgement is given to our Museum library, other files, newspaper articles, Report and Dispatcher issues, The Rising Tide by **Richard F. Pourade** (Union-Tribune, 1967), San Diego & Arizona, The Impossible Railroad, by **Robert Hanft** (Trans-anglo, 1984), and Railroads of Baja California by **John A. Kirchner** (Golden West, 1988).



Crowds led by Governor Stevens, Mayor Wilde, Admiral Rodman, General Pendleton, and of course the Spreckels family greet the first SD&A train from El Centro to San Diego on December 1st, 1919. Ironically, at the Santa Fe depot, with Southern Pacific #2708 on the point! At least the cars are lettered San Diego & Arizona, led by baggage/coach combine SD&A #175, now retired at the Orange Empire Railway Museum in Perris, CA. The sign visible over the depot roof reads "Santa Fe Hotel, Rooms 25,35,50 cents"!
photo-San Diego Historical Society (Ticor Collection)



FACILITIES COMMITTEE MEETING
IN THE MUSEUM OFFICE, 820 WEST "F" STREET

FRIDAY EVENING, JUNE 7, 1991

NO-HOST PIZZA FEEDING FRENZY
BEGINS AT 6:30 PM

BUSINESS MEETING BEGINS **PROMPTLY**
AT 7 PM

Photos - San Diego Historical Society



MOVERS AND SHAKERS: SD&A builder **John D. Spreckels** (left) with six other San Diego civic leaders in 1919. They're (left to right) **Virgilio Bruschi; Frank Belcher,** president of the Spreckels-owned First National Bank; Councilman **Fred Heilbron;** Councilman **John Held;** Councilman **Harry Weitzel;** and spats-wearing Mayor **Louis Wilde.** They were a colorful lot - Wilde once punched a council member in the jaw in a hotel, organized a syndicate to drill for oil in San Diego, and presented a formal ball for Britain's Prince of Wales in 1920 as though it were a Coming-Out party for his debutante daughter! Weitzel was accused, tried, and convicted of seeking $104,000 in bribes and sentenced to ten years, but it was reversed by the State Supreme Court on the grounds that bribery laws did not apply to legislative officers! Most of these men were pro-development in the "Smokestacks vs. Geraniums" debate. (Ticor Collection)



"PUT IT BACK! PUT IT BACK!" That was the message **John D. Spreckels** sent to his construction crews at Campo when the "Hatfield the Rainmaker" floods badly damaged his SD&A Railway in January 1916. Now in 1991 it's time for our Museum to take on the task of "putting it back" (replacing, actually) the sign that stood in the Carrizo Gorge for many years, but is now long gone. Using 1990's technology, we can probably put up a molded synthetic sign that will last indefinitely. Let's "Put it Back!" in time to greet the first train through the Gorge after its rebuilding! (Photograph Collection)

CAMPO REPORT

Barney Barnier

The long-awaited "East Lead" was only 8 feet short of reality as of April 13. Assisted by **Don Getz** operating a borrowed Track Loader, **Mike Reading** on our own loader, and my son **Bob Barnier** on our forklift, we were able to re-align the switch to the yard lead and now are ready to join the track together. Extra credit must go to the special folks who have been out there driving spikes by hand on so many weekends. **Ted Kornweibel** and **Frank Stites** come out and spend all day on many Saturdays driving spikes, and there have been several occasions when **Duane Leal** was out there ALONE doing the same! I do not want to take away any of the effort of so many who have helped on this job, I just wanted to recognize some special people for a hard job well done.

Don Getz arranged for the loan of a tracked loader, and with the assistance of Boy Scout Troop #380 from Santee (arranged for by **Bruce Semelsberger** - Bruce's friend **Richard Schultz** is the Scoutmaster), did a great job of plowing up the "Scrap Yard" area just north of the Depot. Don dug a big trench, and we placed most of the scrap in the trench for burial. Thanks too to **Diana Wood** who produced lunch for the Scouts on short notice.

Our two latest acquisitions have arrived in town. The Baldwin AS-616, Oregon & Northwestern #1, along with ALCo MRS-1, USAF #2104 are now safely in SD&IV hands awaiting transport to Campo. We owe a BIG THANK YOU to our friends at Union Pacific, Southern Pacific, and Santa Fe for their assistance in moving these locomotives to San Diego. UP brought the big Baldwin all the way from Oregon to Barstow at no charge, and Santa Fe brought it into San Diego. Then, after our own troops polished all the bearings on the ALCo up at Vandenberg Air Force Base, the SP moved this engine to Los Angeles as a special restricted speed move, where the ATSF picked it up and brought it to San Diego. Without our special friends at the railroads, neither one of these locomotives would be able to be shown at our Museum. It must be noted again that members of the Museum's Board of Trustees funded the purchase of the Baldwin

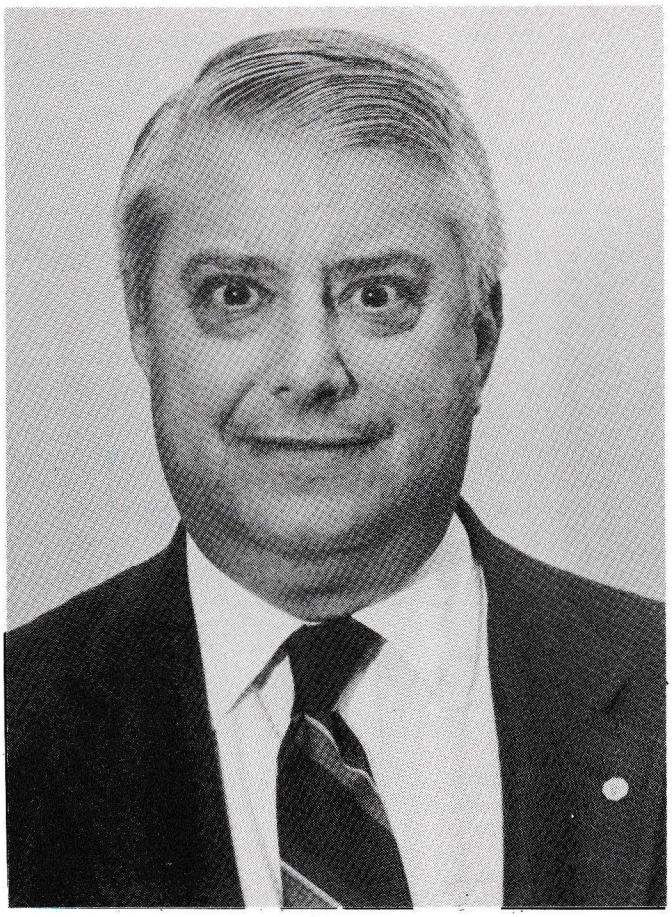
REPORT

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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



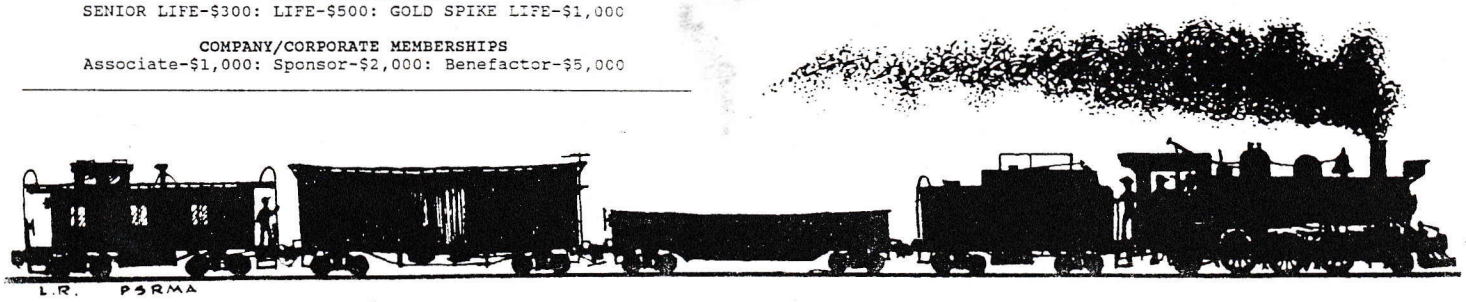
THEODORE K. LIPSEY

It is with deepest regrets that we announce the death of **Ted Lipsey**. He was the victim of a heart attack on March 22, 1991.

Ted was a member of the Museum and Head of the Board of Trustees' Finance Committee since May, 1989. He was a coowner of the building at Fourth and Palm that the Museum office was located in for the past year. Ted had allowed our use of the space for just the cost of upkeep, for which the Museum was very grateful.

Ted was also a member of the Point Loma Optimist Club, and an avid duck hunter.

The Museum membership extends its most heartfelt sympathy to Ted's wife and family.



WOMEN and the AMERICAN RAILROADS

by **Chalmers Kerr**, SDRM Trustee
and
John Rotsart, Curator
San Diego Model Railroad Museum

During the latter half of 1990 the California State Railroad Museum, Stanford Gallery, Old Sacramento, presented a photographic and interpretative history of 135 years of women and the railroads. The exhibit was collected and assembled by **Shirley Burman**, Photographer-Historian.

The San Diego area is fortunate to have the San Diego Model Railroad Museum present this unique educational opportunity in San Diego between June 8th and September 30th, 1991.

"The many colorful histories of America's railroads are usually based on the stories of the men who built and operated them with little mention of the contributions of women to those histories", says Shirley Burman. "I have tried to give faces to these railroad women who have stood in the shadows for over 135 years through the exhibition Women and the American Railroad.

In assembling the exhibition, Burman collected historical and contemporary photographs, posters, and graphics dating back to 1855. When historical photographs didn't exist, she created graphics and hand colored posters based on reference material. There were no available historical books on women's contributions to railroading; research material and photographs were extracted in bits and pieces from museums, historical societies, oral histories, diaries, old railroad magazines, and people familiar with the project.



Women laborers, Union Pacific Railroad, Cheyenne, Wyoming, May 29, 1918. Original damaged glass plate from the Wyoming State Museum. J.E. Stimson, photo.

This exhibit was made possible in part through a grant from the San Diego commission for Arts and Culture.

At the outbreak of World War I, 100,000 women were called to the railroad yards for the first time to fill many manual labor and mechanics positions vacated by men leaving for war. The many skeptics of women's strength and durability were disproven. In 1918, President Woodrow Wilson mandated that women were to receive equal pay for equal work.

Women and the American Railroad shows important support groups, such as the famous Harvey Girls and Nurse-Stewardesses, women's auxiliaries, railroad wives, and the women's associations.

After the war, most women returned to their homes or took nonrailroad jobs. Railroad positions still available to women were clerical and station operator jobs.

With the advent of World War II women were once again called upon to replace men. They continued to make advancements in many different job skills but philosophies changed and by 1955 many jobs performed by women during wartime were no longer open to them.

A major change finally came for women with the passage of Title VII of the Civil Rights Act of 1964. The exhibition describes the efforts of Southern Pacific operator **Leah Rosenfeld** who was denied promotions because her employer was bound by California Labor's "protective statutes". She brought suit against Southern Pacific Railroad and in effect against California. The United States District Court of Appeals affirmed that the California "protective statutes" were in violation of Title VII, a Federal Act. This decision impacted favorably upon California women and set a precedent, benefiting all women in the United States. By 1967 hiring practices changed and women were encouraged to apply for positions not open to them previously, such as engineers, brakemen, and conductors. Todays railroad women work side-by-side with the men in most jobs.

Shirley Burman is a commercial photographer, and designer and builder of small exhibits. Burman sometimes teams up with husband, **Richard Steinheimer**, nationally-known railroad photographer, on assignments for General Electric, Trailer Train, and Chevron.

As a prelude to the exhibit, Women and the American Railroad, a slide show will be featured on Saturday, June 8, 1991, at 3:30 PM in the Museum of San Diego History, upstairs in the Casa de Balboa, Balboa Park, San Diego. The slide show involves the research and development of the photographic exhibit. Admission is free for adults with a museum day pass; $1.50 for general admission, free for children under 15 years of age.

CARRISO GORGE . . .
OUR LINK TO THE SAN DIEGO RAILROAD BUILDER
JOHN D. SPRECKELS

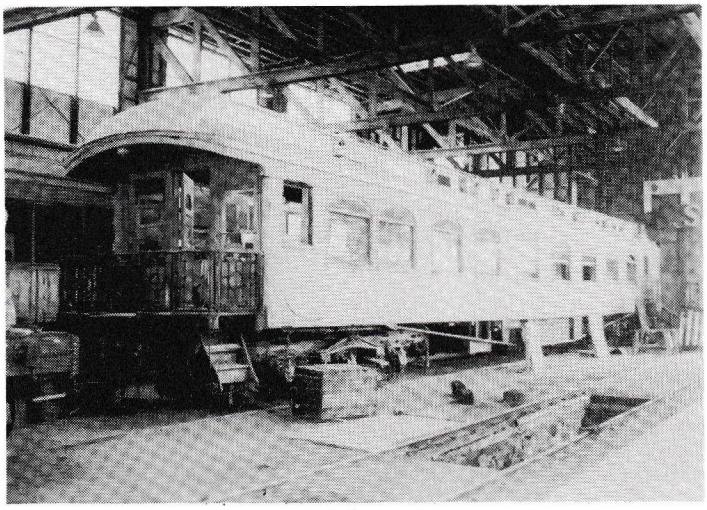
Story and Photos by **Bill Schneider**

The Carrizo Gorge - an 11-mile north/south stretch of track costing four million 1918-19 dollars on the east/west San Diego & Arizona Railroad - is without doubt the most awesome and spectacular stretch of mountainous desert railroad in the United States. Yet since 1951, only train crews, work crews, security patrols, a handful of invited guests, and trespassers have seen its beauty and the harshness that gave the SD&A the sobriquet "The Impossible Railroad".

Similarly, the SD&A's only business car - also referred to in various documents as a private car, officers' car, and official car - is without question the most historic car owned by our Museum, yet its true beauty is only now beginning to be appreciated by rail buffs and the public alike. SD&A #050 "Carriso Gorge" is the car acquired for the use of **John D. Spreckels**, prominent San Diego County developer, entrepreneur, business leader, and philanthropist, and builder, chairman, and first president of the San Diego & Arizona Railway. For years only railway officials saw its ornate interior, and when the public finally did get to view it, the classic interior woods were covered with layers of paint. Now that's being slowly changed, as our Museum continues its methodical restoration efforts.

The car was built by the Pullman Company at Pullman, Illinois, in 1909 to Plan 2115B, Lot 3234, Order #5509 or 6/23/08, and delivered to the Southern Pacific on February 14, 1910. It cost the SP $16,913.62, and was a Class 72-0 (Spec.C.S.219) buffet/smoker/observation car in the #1732-1736 series. Numbered SP #1733, it weighed 127,900 pounds (63.95 tons), had a Vapor Car heating system, both gas and electric lighting systems, and seated 15 in the buffet/observation room and 25 in the smoking room for a total of 40. Those were the days of the "good five-cent cigars", and the car must have reeked with their aroma! It had six-wheel wooden trucks, wood sides, ornate colored glass side and clerestory windows, and hardwood interior paneling inlaid with stripe and flower patterns. It is 72'6" long over end sills, 10' wide at the eaves, and 14'9" high.

On December 18, 1919, the SD&A (which completed its mainline on November 15, 1919, and which SP owned half of) agreed to purchase SP #1733, which was then in the Sacramento, CA area. The car was delivered to the shops of the SP-controlled Pacific Electric Railway in Torrance, CA on December 23, 1920, and converted into a business car for the SD&A in 1921. The SD&A paid $38,952.50 for the car, which included the purchase price of $12,500 for the car, $18,655 for labor and materials from the PE, $3,400 for a Commonwealth steel underframe and plates, and lesser amounts for other furnishings. The official date of purchase



SD&A #050 "Carriso Gorge" in the carbarn at Campo in 1990.

was January, 1922, and SD&A records state "Reasons: Necessary to provide suitable business car for President (In later years the Work Orders were revised upward to show a total acquisition price of $55,209.42, although the reasons were unknown, and it may have been some "creative bookkeeping" when the SD&A was trying to sell the car!)

Renumbering SD&A #050 "Carriso Gorge" after the scenic site of its "last spike" ceremony, the car now weighed 146,500 pounds (73.25 tons), had a solarium lounge with office space and open observation platform, two large bedrooms with sink and toilet, a shower/tub bath, a dining room, a galley, and stewards' quarters with mohair berth, shower, and toilet. Four other Southern Pacific/Central Pacific wooden observation cars were also purchased from the SP in 1922 and converted into SD&A cafe/observation cars #01, 02, 03 and 04 (ex-SP #10900, CP #10901, SP #1726 and SP #1735).

SD&A #050 "Carriso Gorge" was assigned to the railway's builder, **John D. Spreckels**, who served as its chairman and first president, retiring in 1923, although he also used the car on an eastern trip in mid-1924. Railway memos show he was not pleased with the frequent failure of the car's speed guage and its leaking water system, especially in the desert! **Spreckels** died on June 7, 1926.

The car was also used by other railway officials, including a trip to Seattle in July, 1922. In 1923, SD&A #050 was used in filming Carriso Gorge, the Magnificent, a promotional film. Later that year it was used on a publicity trip to New Orleans and the east by the railway's new President and General Manager, **Armand T. Mercier**, who was later president of the Southern Pacific itself during World War II. On that trip he showed films about San Diego and the SD&A in

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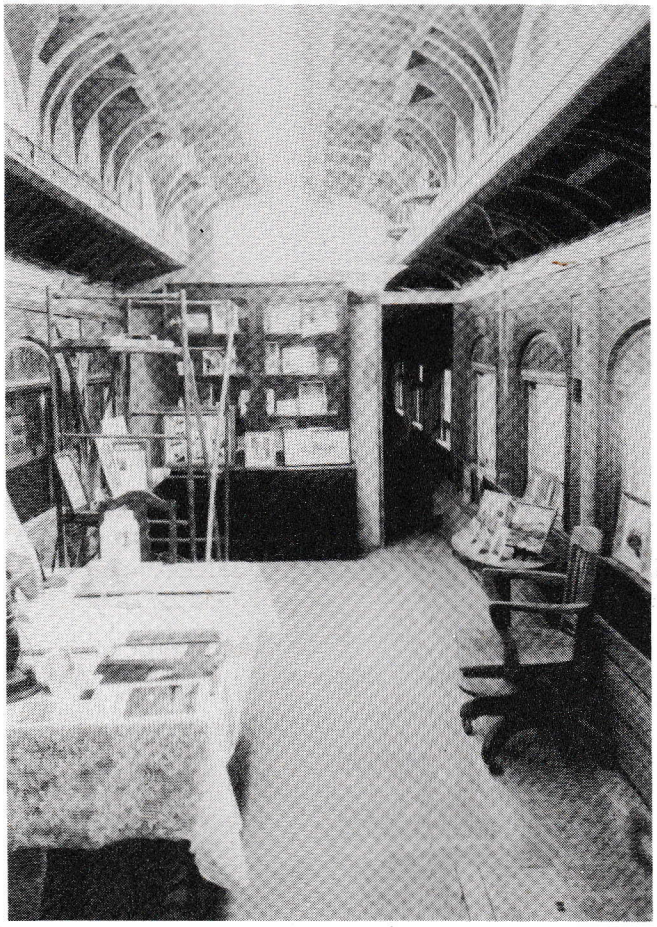
more Carriso Gorge

the car. He also used the car on a trip from Seattle to San Diego in August, 1928 (it was deadheaded north).

Generally, however, the car was not used very often, spending most of its time in storage. Records indicate it was repainted and varnished on 1922, 1924, 1927 and 1928, and was relettered "San Diego & Arizona Eastern" after the SP acquired full control of the railway from Spreckels' heirs in 1933. The hand brakes were repaired in 1929, but no "general repairs" were ever made to the car.

In November, 1937, SD&AE #050 "Carriso Gorge" (now designated an "officers' car") was put up for sale by President and General Manager **F.L. Annable**, as the company had "little or no use for it". Several inquiries were received, including one from **C.C. Palladine** in the PE Building in Los Angeles, who considered using it as a beach home! However, the depreciated value of $20,271.91 as of December 31, 1937, was "entirely too high" for the actual value of the car, and on May 25, 1938 it was decided to keep the car in condition for service.

On August 7, 1940, SD&AE #050 "Carriso Gorge" was leased to parent Southern Pacific and renumbered SP #101 "Tucson", continuing in service as a business car during World War II. On April 13, 1945, long past its useful life, the old wooden car was saved from scrapping by being converted into a medical examination car, and was again renumbered as SP "Official Car" #135. Many of its ornate fixtures were removed, medical examination facilities were installed, and the entire interior - including wood paneling, fixtures, and even some windows - were painted Hospital Green. That paint may horrify railfans and created untold hours of hard work for our restoration workers, but it probably acted as a preservative and kept the car's wood from rotting away during the next 40 years of poor maintenance. SP #135 was reportedly used as far east as El Paso, Texas. In 1951 it was permanently acquired by the SP, when it was assigned to **Dr. Sydney Talbot.**



Interior of SD&A #050's Solarium lounge, showing displays and stripped ceiling.

In 1955, after much negotiation and a near-turndown by local authorities, SP #135 was repainted grey by the SP and donated by the railroad to the Southern California Exposition/San Diego County Fair along with SD&AE steam locomotive #104, again saved from the scrapyard. They arrived via the SD&AE (passing through Campo) in San Diego County on September 1, 1955. Taken to Del Mar by the Santa Fe, they were placed in the fairgrounds at a cost of $1,600, raised by the county's first rail buff group, the Railway Historical Society of San Diego, with **Eric Sanders, Jack Stodelle, Lyle Judd,** and **Doug Duncan** (later PSRMA founders) leading the way. The exhibit was officially dedicated on June 24, 1956 during the annual fair. Illustrative material on past rail activities (and model railroads as well for a time) was placed in the car, renamed SD&A #050 "Carriso Gorge", by the RHS, which staffed the exhibit every year at fair time. One of the most active RHS leaders and car staffers in those years was **Gladys "Trains" Skeens.**

Visited by thousands of fair-goers over the next 27 years, the exhibit deteriorated from exposure to the elements, including salt air from the nearby Pacific Ocean. Little maintenance was done beyond basic housekeeping by the RHS; declining membership (some formed the PSRMA in 1961, including some of those most responsible for the exhibit's donation; the RHS is now defunct). In February 1982, the 22nd District Agricultural Board (which operates the fair) donated the equipment to the PSRMA with the request that it be removed from the fairgrounds. Because of the time required to raise funds for the move, the PSRMA opened the car to the public at Del Mar for one last time during the 1982 fair. On February 15, 1983 the equipment was trucked to a siding at Solana Beach, costing the Museum #10,000, raised through special contributions, gifts and even loans by Museum members. The Santa Fe and SD&AE donated their move to San Ysidro, and in August 1983, SD&A #050 "Carriso Gorge" was taken with the Museum's "Great Freight" to Campo on its "home rails"! SD&A #050 "Carriso Gorge" is now inside our carbarn at Campo, where it is very slowly and carefully being cleaned, stripped, and restored as time, volunteers, and very scarce funds permit. Too many of our hard-working members have been involved in its methodical and tedious restoration to attempt to name them all, but in recent years, **Jeanie Jones** and **Olivia Neece** have been especially active in working on the car and researching its

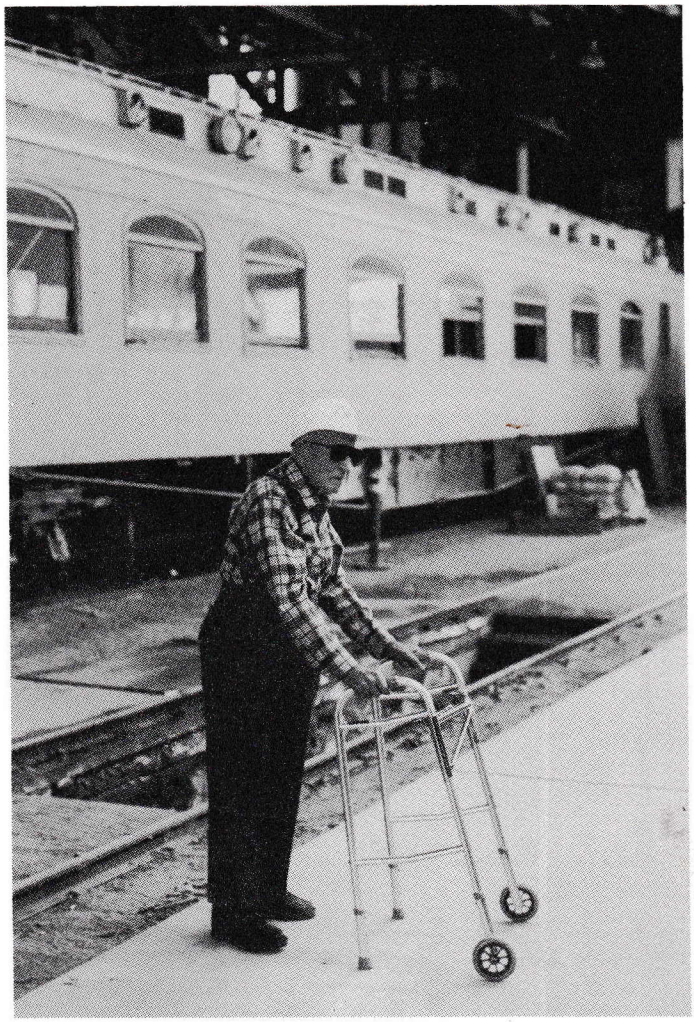
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more Carriso Gorge

history and furnishings. Jeanie has arranged an outstanding mini-museum historic display in the car's solarium, lounge, highlighting the car, **John D. Spreckels**, the SD&A/SD&AE, and other railroadiana. The Exhibits & Programs Department, under **Rich Borstadt**, has issued a Special Car Note (our only one so far!) on this historic car. Donations of funds (the larger the better) and above all of hands-on work to restore the car to its 1921 SD&A appearance are urgently needed! With your help and support in substantive ways, one day SD&A #050 "Carriso Gorge" will again roll in restored spendor through the Carrizo Gorge, perhaps even behind SP #2353 or SD&A #104, as in years gone by!

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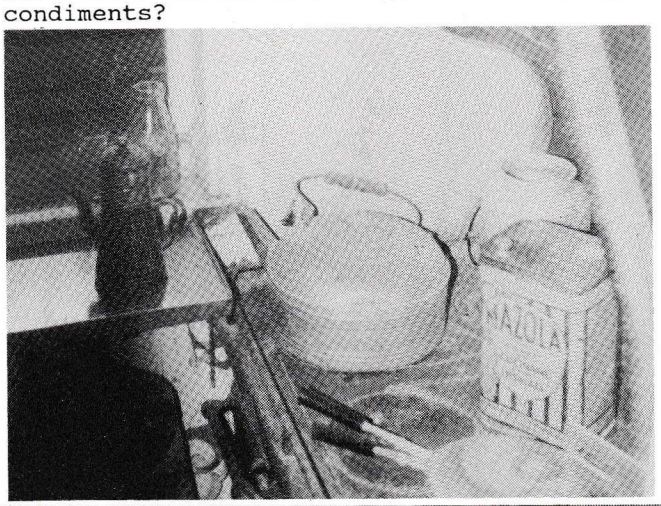
Information for this story was obtained from Museum files; old SD&A/SD&AE records from the Museum's "Dumpster Collection"; Report and Dispatcher articles, and personal research. Special thanks are given to **Eric Sanders, Roy Pickering, Ralph Barger, Jeanie Jones, Olivia & Tony Neece, Norm Hill**, and **Larry Rose**, for their assistance, and to the late **Richard V. Dodge**, who compiled much of the Museum's information on this car in the 1950s.

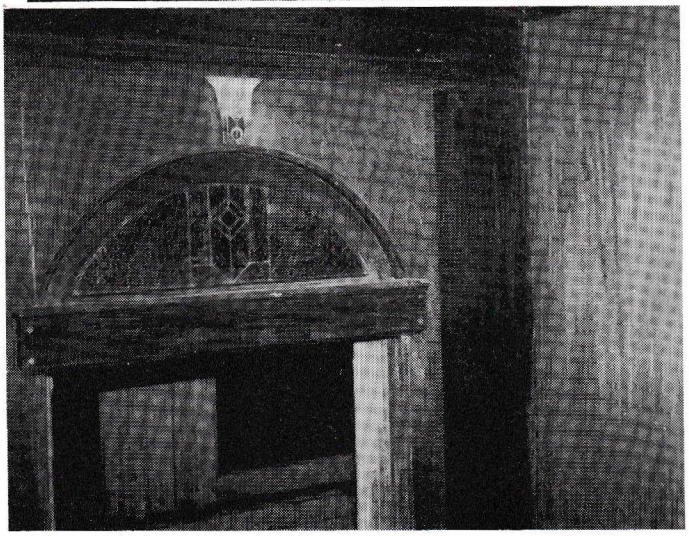


Old Friends meet again: **Carl Eichenlaub**, who started working for the SD&A in 1914 and was for many years its Superintendent, is seen here in the Campo carbarn after revisiting SD&A #050 "Carriso Gorge" in October 1990.



Two views taken in November 1990 of the galley in SD&A #050 "Carriso Gorge", showing the 1920's appearance to which it is being restored. Where did they find all those condiments?





Dining room interior of SD&A #050, showing a partly cleaned wall undergoing restoration. Remember, it was covered with green paint (like the ceiling panel) for over 40 years.

Cost of Conversion of SP #1733 to SD&A #050 "CARRISO GORGE".

Note the "REASONS:"!

2000 4-20

Form 30

SAN DIEGO AND ARIZONA RAILWAY COMPANY *Work Order No.* 107.

AUTHORITY FOR EXPENDITURE

MR. J. D. SPRECKELS,
Chairman Board of Directors,
San Diego and Arizona Ry. Co., San Diego.

Authority is requested for the following investment expenditure for property of SAN DIEGO AND ARIZONA RAILWAY Company.

Approval recommended

Approval Recommended

General Manager.

LOCATION AND DESCRIPTION OF WORK	AUTHORIZED	APPROPRIATED
A	B	C
Business Car #050		
Converted from Southern Pacific observation car #1733 at Pacific Electric Shops, Torrence, California.		
Car #1733 . . . . . $ 12,500.00		
Labor and material furnished Pacif.Elec.Ry. 18,655.50		
1 Steel underframe and plates 3,400.00		
2 Axle lighting equipment. 800.00		
3 Speed Recorder 170.00		
4 Storage Batteries 800.00		
5 Carpet 780.00		
6 Bedding 327.00		
7 Beds 325.00		
8 Silverware 700.00		
9 Crockery. 186.00		
10 Linen 175.00		
11 Kitchenware 134.00		
TOTAL $ 38,952.50	$38,952.50	$ 38,952.50

REASONS: Necessary to provide suitable business car for President.

DISTRIBUTION OF ACCOUNTS

701-2 Original Equipment

Acct. 54 - Passenger Train Cars.

Supersedes A. F. E. No. 4 to extent of equipment listed above.

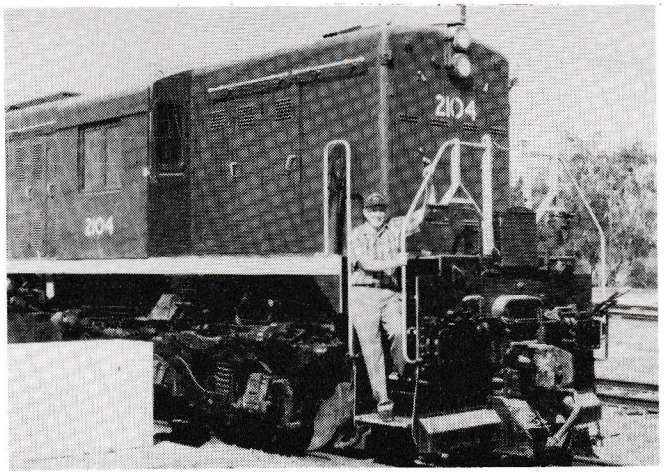
Approved by action Board of Directors

Accounts verified on 192

Auditor. Secretary

HOW WE ACQUIRED DIESEL LOCOMOTIVE #2104

Story and Photos by **William (Bill) Niedrich** Lt. Col. U.S. Army Retired



SDRM's Acquisitions Director **Bill Niedrich** on Air Force #2104 locomotive. Bill spent two years working on this acquisition before it finally came to fruition.

Between March and October of 1953, 83 Military Road Switchers dash one (MRS-1) diesel locomotives were built at Schenectady, N.Y., by ALCo-GE, for the U.S. Army. They each had a 1,600 horsepower 12-cylinder engine, six traction motors, adjustable track gauge trucks and were similar in other aspects to our Museum's EMD MRS-1s #1809 and 1820. It is our good fortune to be the recipient of one of the ALCo-GEs, U.S. Air Force #2104 built April 27, 1953, as a donation from the U.S. Government.

By pure coincidence #2104 is the locomotive that replaced our #1809 on the coast at South Vandenberg in 1979. The latter had electrical problems due to ocean salt air, and the National Transportation group's Rail Service Division (RSD) at Hill Air Force Base, Utah, had decided to replace it with another locomotive. #2104 was selected and taken out of storage. It was sent through RSD's shop to repair and/or replace any deficiencies, and shipped to South Vandenberg as #1809's replacement. For our first-time readers U.S. Air Force #1809 along with U.S. Army #1820 were later declared surplus at Hill AFB and donated to PSRMA in 1982.

Back to #2104. By 1979 the government was winding down its program at the installation, and the locomotive sat most of the time in the open on the military railroad just over a fence from the Southern Pacific coast line at Surf. As the name implies, the ocean beach is just across the tracks. And as to be expected the same fate was going to happen to this diesel as had taken place with #1809, were the locomotive to continue to remain at Surf.

In early 1982 it was finally moved to the main base at Vandenberg and stored in the empty engine house. The trip was 11 miles over the SP and base railroads (there are five military railroads at Vandenberg and all connect to the SP). The engine house was constructed before WW II when the facility was Camp Cooke Army Base. The locomotive saw very little use after that and was declared surplus to the installation in 1986. Any switching required on the base was arranged with the SP.

When #2104 was declared surplus, several other Air Force installations requested it, and a facility in Maine was picked which is about as far as you can ship across the U.S. by rail from Vandenberg. The diesel has friction bearings and the SP Mechanical Inspector found rust and pits on some of the journals (a part of the axle which rotates inside the bearing). He refused to accept the locomotive for shipment. He informed the base personnel the diesel could operate under 25 mph on the military railroad and probably never have any problems. However, to travel over 3,000 miles, in train, at speed, the railroad just could not accept it.

The MRS-1 was then declared surplus to government needs and offered to several Southern California railroad organizations including PSRMA. All declined based on the SP Inspector's findings and the anticipated high cost to correct the problem or to ship the locomotive by other means.

In 1988 some of our Museum's staff were starting to have second thoughts about our not acquiring the Vandenberg diesel. It seemed at that time there was no reliable unit to back up #1809 on the scheduled SD&A passenger train or to operate a second train when needed. This writer was asked to investigate whatever happened to #2104. A visit to Vandenberg found the locomotive still inside the engine house out of service.

It seems the Air Force had withdrawn it from surplus with plans to use it in a new missile program at the base. It should be pointed out that except for the journal problem the locomotive was in excellent condition as it had had very little use at Vandenberg. The prime mover (engine) recorder showed only 159 hours accumulated. The RSD field team had performed all the annual maintenance inspections and field modifications through July 1986. Protected from the weather, the exterior and paint scheme of Air Force blue, white lettering, yellow handrails and beltline, and black below the frame was in very good shape. At our request, the Air Force agreed to notify us if and when the unit was again declared surplus. The wait was not long, as the contractor for the new missile program decided to use his own equipment.

With #2104 again up for disposal, due to no government requests, the Museum Board of Trustees gave its approval to acquire the locomotive. The State of California Surplus Agency, who is the go-between for the federal government and surplus property recipients, gave SDRM preference over several other organizations for the diesel, based on our earlier effort and the aforementioned need of

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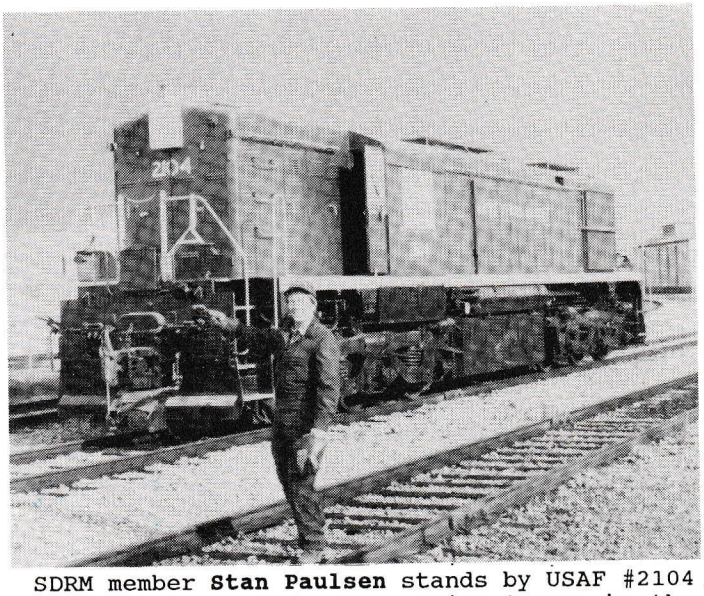
more #2104

another unit for our SD&A passenger train operation. There were several requirements, however. The Museum could not sign and take possession of the locomotive until it was removed from the base. The SP would agree to move the diesel free of charge to Los Angeles and interchange with the Santa Fe IF it could pass a new inspection and IF Santa Fe would agree to accept it prior to the move to LA. Santa Fe agreed to also donate a move to San Diego if #2104 could pass SP's inspection. For our Museum volunteers it was a challenge too good to turn down!

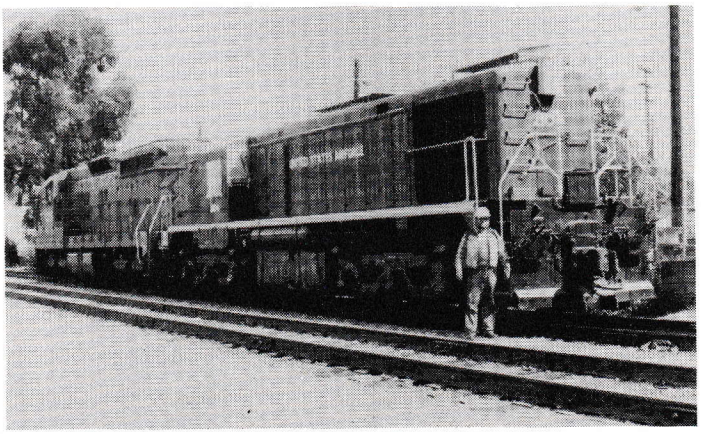
SDRM asked the SP to provide a pre-inspection visit to Vandenberg, with our maintenance personnel, so we could see the problems and how to correct them on the advice of their Mechanical Department. This was arranged and the requirements laid down by the railroad were strictly adhered to. To explain how the journal problem was correcterd is too involved to cover here. It was, however, not easy as it required jacking up the 123-ton locomotive many times to perform the task. In addition, to prevent and discourage vandalism, plywood was cut and fitted over all outside glass. Hood openings were secured by steel banding fastened from within. Also, spare parts and equipment were stored inside and secured. All of this work was accomplished over a period of four months by our Museum volunteers who spent many hours and miles traveling between their homes and Vandenberg. The members who took part in the project and the number of trips each made were: **Jim Callahan (5); Jim Cook (1); Richard Cupp (2); Randy Gibson (1); Dick McIntyre (1); Bill Niedrich (5); Stan Paulsen (3); Ross Robinson (1)**; and **Bob Haney (1).**

Besides the physical work on the locomotive there was the administrative portion, making contacts and arrangements with each of the various government agencies and the railroads. This part of the effort was accomplished by **Dr. Dan Marnell**, President of the Board of Trustees, **Barney Barnier**, Executive Director, and **Bill Niedrich**, Director of Acquisitions.

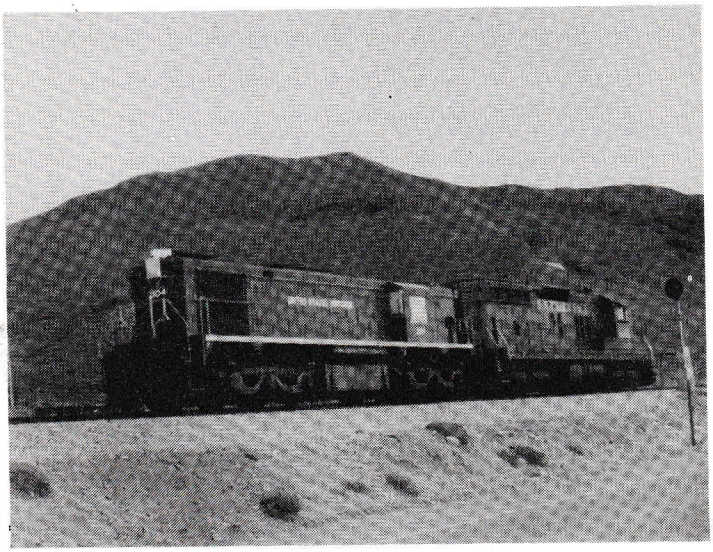
The SDRM wishes to thank **Colonel David O. McClure**, Commander, Vandenberg Air Force Base, and his staff for the fine cooperation and assistance they provided our members in making the locomotive ready to move to Campo. Without their help the job would have been most difficult for us. The same appreciation goes to Southern Pacific Transportation Company from the senior personnel at its headquarters in San Francisco all the way down to the train crew on the coast line who moved #2104. A special thanks to **Mr. Jerry Cane**, Coast Division Mechanical Officer, and his personnel for their assistance and support. And last, but certainly not least, our appreciation to our good friends of Santa Fe and the San Diego and Imperial Valley Railroads. We say again, **THANK YOU** for your generosity in making this move possible over your tracks to our Museum at Campo.



SDRM member **Stan Paulsen** stands by USAF #2104, at Vandenberg. Note the engine house in the right background where the engine spent its last eight years.



At West Santa Barbara, 1 PM March 15, 1991. SDRM Mechanical Department member **Jim Callahan** was responsible for making #2104 ready for the move.



At 3 PM March 15, 1991, the pair of locomotives is 10 miles north of Ventura at Seacliff. The move is slow, 25 mph, but steady and trouble-free.

SMV RAILBUS REPORT

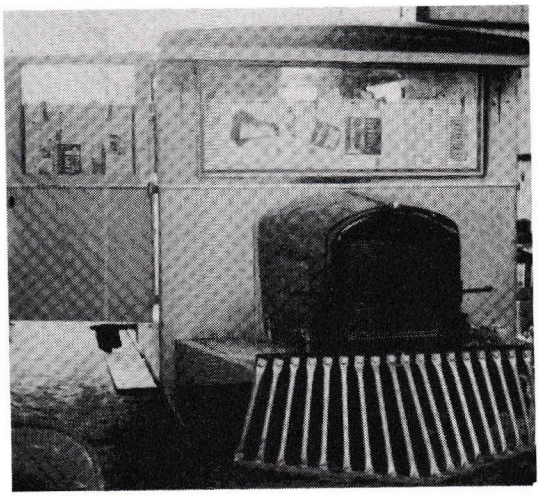
by **Charles Alban**

Assembly was completed by April 7th and the painter, **Bob Stang**, owner of Sunshine Autobody, showed up with two helpers on Sunday, April 14th for the first painting phase.

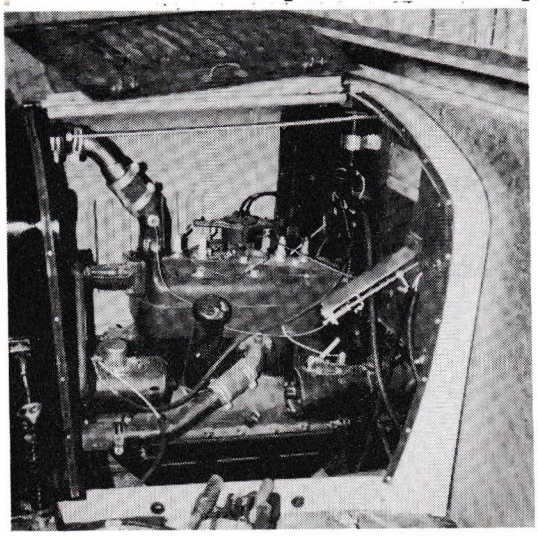
The interior and exterior have received one coat of Beaver Brown. The hood has been taken into Bob's shop for some detail reconstruction as the metal was badly pock-marked.

The second coat of brown, and the cream window band colors were applied on the weekend of April 20th, which allowed just enough time for lettering and final testing before being shipped to Sacramento.

Photos by **Bill Schneider**



BY THE TIME YOU READ THIS, the Museum's first piece of equipment, Santa Maria Valley Railroad #9, our Railbus, will be painted and ready to formally roll out of the carbarn. It is shown here on April 13th, proudly showing off its new front end. Next stop, **SACRAMENTO RAILFAIR '91**! Got your tickets yet???



READY FOR STARTING, SMV #9's four-cylinder Ford Model A gas engine hasn't looked this good since it was built in 1932! It was undergoing final adjustments on April 13th, prior to being "fired up"!

EXCURSIONS REPORT

by **Ann McVeagh**

Another successful trip to Puerto Penasco was run Saturday, April 6th. All of the Excursion Staff turned out for the trip, and for the Excursion Committee general meeting held at the Hacienda Hotel in Mexicali on Sunday morning over a delicious breakfast buffet.

The committee discussed ways and means to raise the money to refurbish the Mexicali Pullmans. After more planning, a series of fund-raisers will be announced to the membership and the public both here and in Mexico. The committee needs to raise $15,000 to refurbish the cars, both mechanically and aesthetically. When up and running, these cars are a great potential source of income to the Museum, both for our own excursions and as rental cars to private groups. A protected fund has been established - The Mexicali Cars Fund. Donations are now being solicited and gratefully accepted through the Museum office. For information, call **Ann McVeagh**, evenings, at (619) 280-4525, or **Rita Cloud**, (619) 445-3550.

Thanks go out to the Excursion Staff who worked the trip to Puerto Penasco, and/or who attended the planning meeting. In alphabetical order, they are: **Sally Anderson, Vivian Bradley, Daphne Cherry** (trainee), **Rita Cloud, Jo Cox** (phones), **Velia Fematt-Hanson** (bus host), **Corrine & Jim Gallagher, Bill Groya, Norm Hill, Lori Jones** (sales), **Jim & Belinda** (trainee) **Lundquist, Susan McVeagh** (trainee), **Nancy Mercer, Joy & Larry Moorehead** (sales), **Bruce Morrison, Randy Naves** (bus host), **Don Orodico, Jack O'Lexey, Fran & Carl Pfetzing, Phil Piscopo, Mike Reading, Katie Walker**, and **Joyce Zelenz**.

And a very special Mucho Mucho Gracious to **Bobbie Ringersma** and her staff who did all of the ticketing for the trip.

A "sold-out" trip to Copper Canyon April 19-29 is the next excursion, followed by a trip to Sacramento May 10-12 for Railfair '91, celebrating the 10th anniversary of the California State Railroad Museum. We still have seats available.

Looking ahead, there will be excursions to Tecate in July, and a dinner trip on AMTRAK to San Juan Capistrano in August, followed by the regular fall schedule. In January a special trip to the Yucatan - watch for announcements of all of these trips.

MEXICALI CARS

THE EXCURSION COMMITTEE IS SEEKING DONATIONS AND/OR HELP TOWARDS REFURBISHING THE "MEXICALI ROSE" AND THE "MARIA ELENA". OUR GOAL IS TO HAVE THE CARS OPERABLE AND BEAUTIFUL BY THE END OF THE YEAR. CAN YOU HELP? SEND DONATIONS TO THE MUSEUM OFFICE. TO JOIN A WORK PARTY, CALL ANN MCVEAGH (619) 280-4525 EVENINGS.

WHAT MIGHT HAVE BEEN, or HOW 'THE BIG GUN' GOT AWAY

by **Bill Schneider**

Lt. Col. **Bill Niedrich**, U.S. Army (retired), has been a Museum activist for many years, is a Life Member, has served on our Board of Trustees, and been instrumental in obtaining many pieces of equipment for us, mostly from military surplus. Among them are our big MRS-1 diesels, a 44-ton switcher, a flatcar, a huge locomotive crane, two hospital cars, and more. Bill has also tracked down and investigated other potential Museum acquisitions, dug out facts on equipment we do own, and arranged transportation to the Museum at great savings for many pieces, most notably steam locomotive SP #2353 from Imperial Valley to Campo.

Occasionally Bill doesn't meet with success, as when moving a car from its present location would cost the Museum far more than could be justified. And in one notable case, too much publicity spoiled what would have been an unbelievable coup, but is now just a "might have been".

It began in 1987, when Museum Trustee **Dan Marnell** discovered that there were two old railroad artillery pieces ("railway guns") on display next to the headquarters of the U.S. Naval Surface Weapons Center at Dahlgren (remember the Dahlgren guns used in the Civil War?) on the Potomac River near Washington, D.C. They had barrels dated 1898 and World War I mountings believed built in 1918 or 1919, and had come from Fort Monroe in Virginia. The rails at the Dahlgren facility had been torn up, and one of the guns was going to be shipped to another Navy base for display.

Dan told Bill about the guns, Bill began making inquiries, and pretty soon the Navy offered to donate the other gun to our Museum provided we moved it ourselves! Such a transcontinental move seemed to pose an expensive, insurmountable obstacle, but Bill loves challenges. He worked out a plan to have the gun barged out of Dahlgren and loaded on a Navy ship bound for San Diego through the Navy's "Operation Lift". It would take some time to accomplish, and lots of paperwork would have to be processed.

Meanwhile, Colonel Bill researched the history of railway guns on the west coast and discovered that some similar guns had been brought down to Camp Pendleton during World War II and actually practiced firing out into the Pacific Ocean. So San Diego County is no stranger to such railway guns! Excitement mounted.

After some time passed with no further word from the east coast on the gun, Bill called the Commodore at Dahlgren, and found the rug had been pulled out from under him. It seemed the first gun had been shipped by barge to the Navy Yard in Washington, D.C. in December, 1987, and placed on display there. The Navy Yard people apparently publicized their new acquisition extensively. As a result, some Army people at the Pentagon took notice, and notified the Navy that the two guns had been on loan from the Army's Fort Monroe, and since there were no longer wanted at Dahlgren, the Army now wanted them sent back to Fort Monroe! Which meant no gun for our Museum.

Nice try, Bill! With the military and naval presence in San Diego County, and our Museum's extensive sub-collection of ex-armed forces railroad equipment, a railway gun would have been a great acquisition. We might even have found some donkeys and camels to use for target practice (JUST KIDDING)! But who knows - Bill may yet find us another railway gun in his constant quest for the unusual! So keep your powder dry!!!

LIBRARY NEWS

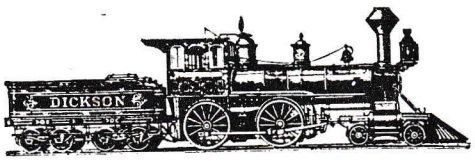
BY **Roy Pickering**

The location of our new Library/Office is perfect for a railroad museum; just outside the door we can watch the trolley go by as well as Santa Fe freights, and AMTRAK. The address, if you want to stop by, is 820 West F Street (corner of Pacific Highway and "F" Street). We are still keeping the same hours as before, Saturdays 10 AM to 4 PM, and Tuesdays 7 to 10 PM.

The move of the Library took place on Saturday, March 9th. We started at about 6:30 AM and finished at 6:30 PM. It took three loads with a 24-foot Ryder truck plus many loads by pickup trucks. A really big thank you to the following folks who helped with the move; **Bruce Semelsberger, Larry Moorehead** (he drove the big truck), **Bob Underhill, Randy Houk, David Houk, Roy Pickering, Dan Marnell, Tue Nam Ton, Chalmers Kerr, Harry Doering, Jim Lundquist** (sorry about your truck Jim - threw a rod in the engine on the last load of the day), **Ted Kornweibel, James Kornweibel, Daniel Kornweibel, Duane Leal, Jeannie Tomlin, Ashley Tomlin, Cliff Pennick, Al Keevil, Mike Retz, Dale Prescott** and **Mike Richards** (sure hope I didn't miss anyone, and if I did, my apologies, but the thanks are just as sincere and heartfelt).

It has been one month now since we moved and it actually looks like a library again. Thanks go to those who have helped put us back together again - it's not easy putting a giant jigsaw puzzle back together. In addition to many of those listed above, the following folks have pitched in and helped out: **Paul; Westover, Barney Barnier, Kevin Emery, Laura Emery, Harry Hurry, Gigi Robinson**, and **Chuck Warren.**

I would like to take this opportunity to thank **Bruce Semelsberger** for his constant support of the library. He is there every day we are open and some days when we are not, putting together shelving, moving heavy boxes of books, answering questions, sorting and cataloging. Long hours and hard work don't stop him. In general, if it needs doing, he will do it. **THANK YOU, BRUCE!**



OUR NEWEST LOCOMOTIVE

by **Bill Schneider**

When the U.S. Air Force donated its diesel-electric #2104 to our Museum this March, it gave us (mechanically speaking) a virtually new 38-year-old half-million-dollar locomotive! If that sounds contradictory, consider this: for the first 26 years of its life it was in storage, and currently has under 700 hours of operating time and only 159 hours on its prime mover!

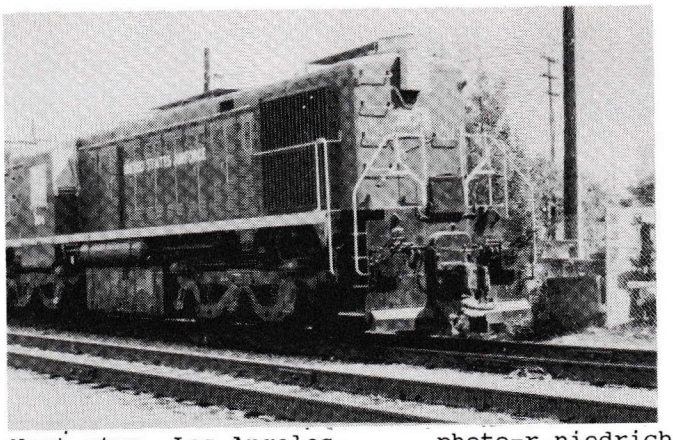
The gift also made our Museum the proud owner of two brands of the same locomotive type, and of three unusual, nearly-identical multi-gauge 1,600 HP military road switchers. And one of them had previously replaced one of the others after its "retirement"! Is it any wonder we keep calling our collection of rolling stock "unique"?

USAF #2104 is an MRS-1 (Military Road Switcher), built for the U.S. Army Transportation Corps during the Korean War. It's one of 83 built by the American Locomotive Company at Schenectady, NY in 1953 (from 1940 through 1953 ALCo and General Electric marketed their diesel-electrics jointly under the name ALCo-GE). EMD also built 13 MRS-1 locomotives to the same requirements in 1952, and our Museum acquired two of those (USAF/USATC #1809 and USATC #1820) in 1982.

What makes these locomotives special is their variable truck gauge of 56-1/2", 60", 63" and 66", which made it possible to operate them on the wide-gauge railroads of China and the Soviet Union, should the wartime military need arise (it didn't). The ALCo-GE units have slightly heavier trucks and weigh a total of 246,000 lbs. (123 tons), and have 12-cylinder engines, while the EMD units weigh 240,000 lbs. (120 tons), and have 16-cylinder engines, and peaked cab and long-hood rooflines, which the ALCo-GE ones do not. Both types have a C-C wheel arrangement and six traction motors.

Built to ALCo specification #E1670, with engine serial #13172, our switcher was ALCo construction #80337, GE construction #31658, and part of ALCo order #S-3210. It was also Unofficial Model "RSDX-4". It has a 12-cylinder Model 244 diesel engine, the same model as our Museum's RS-2 ex-Kennecott Copper 1,500 HP locomotive. Because of custom design, special features, and cost-plus contracts, its approximate price was a very expensive $500,000! But there was a war on, and no one seemed to mind the cost.

Painted black with yellow striping and lettered with the Transportation Corps "flying wheel" logo and the number USATC #2104, the locomotive was shipped on April 27, 1953 to the Marietta Transportation Depot in Marietta, PA, and stored there, as the Army now had enough locomotives and no longer needed. A 1960 USATC roster shows 28 of these units (road numbers not given) at the New Cumberland Army Depot, PA, and USATC #2104 was probably one of them. It was later shipped to the National Transportation Group, Rail Service Division storage yard at Hill Air Force Base near Clearfield, UT, which was



Next stop, Los Angeles. photo-r.niedrich

under the command of the Tooele Army Depot In Tooele, UT.

From January 24-26, 1979, USATC #2104 was put into operating condition, and on January 26th was sent to Vandenberg Air Force Base, CA to replace EMD-built MRS-1 USAF #1809, which badly deteriorated from the salty Pacific Ocean air at South Vandenberg, and was sent back to Hill AFB for scrapping. (In 1982 it was acquired by the PSRMA and beautifully restored by our volunteers for SD&A excursion-train service, but that's another story.)

Repainted Air Force blue and relettered USAF #2104, the ALCo switcher was operated by United Technologies, a civilian firm, and moved shipments of Titan missile parts for four or five days at a time, two or three times a year, at South Vandenberg. When not in use (which was most of the time), it was stored out in the open, and also began to deteriorate. In 1982 it was moved into an enginehouse (unused since 1946) on the main part of Vandenberg AFB eleven miles away and further inland, where it was protected from the elements. It was started up about once a week and run around a small loop track nearby to insure it was serviceable, and taken to the Titan facility only when needed. Maintenance teams from Tooele periodically visited the locomotive and kept it up with all modifications through 1986.

By 1986 USAF #2104 was no longer needed at Vandenberg, and was considered for transfer to a facility in Maine. It was then discovered it had developed axle bearing pits, which ended the New England consideration, and it was declared surplus in 1987.

The powerful and little-used road switcher was offered to several museums and rail groups, but all (including ours) declined because of the costs of acquisition. After further study, our Museum reversed its decision, and through the efforts of Life Member **Bill Niedrich** and the labors of other Museum members, who repaired it, USAF #2104 was donated to our Museum in March 1991. (See **Bill Niedrich**'s separate story on how we acquired it.) It cost us only $5,000 in administrative fees paid to the Surplus Property Department of the State of California, plus repair costs and the efforts of our volunteers. Not bad for a low-mileage half-million dollar locomotive.

STEAM WHISTLING - Notes from the Museum's Steam Team

by **Larry J. Williams**

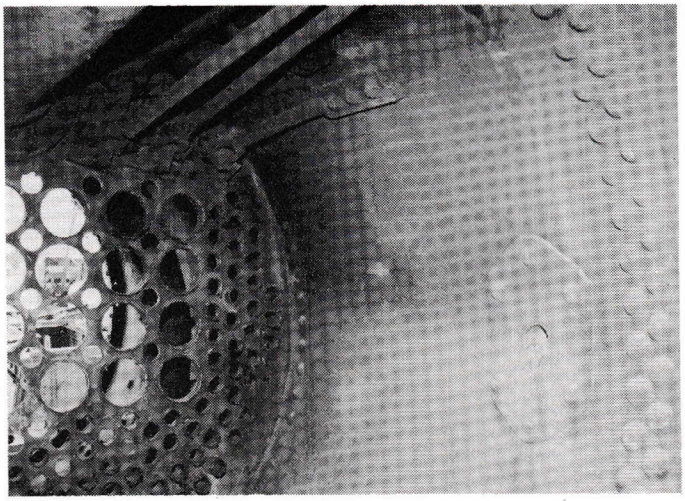
There is both bad news (a little bit) and good news (a large bit) from our group this month. First the bad news. After removing the tubes from the inside of the boiler of locomotive #2353, we discovered that the front tube sheet is cracked and will have to be replaced with a new one. This decision was reached after extensive consultations with our advisor, **Dennis Daugherty** of the California State Railroad Museum.

The problem, Dennis said, is common on older steam engines like ours. It happens in the area where the metal is turned 90 degrees to form a flange to rivet the sheet to the barrel of the boiler. Over the years, the stresses on the metal cause it to fracture and the chemicals in the water erode the crack wider.

An examination of the first picture, viewing the left front of the boiler from the inside, shows a line of cracks that follow the knuckle area around the entire row of rivets.

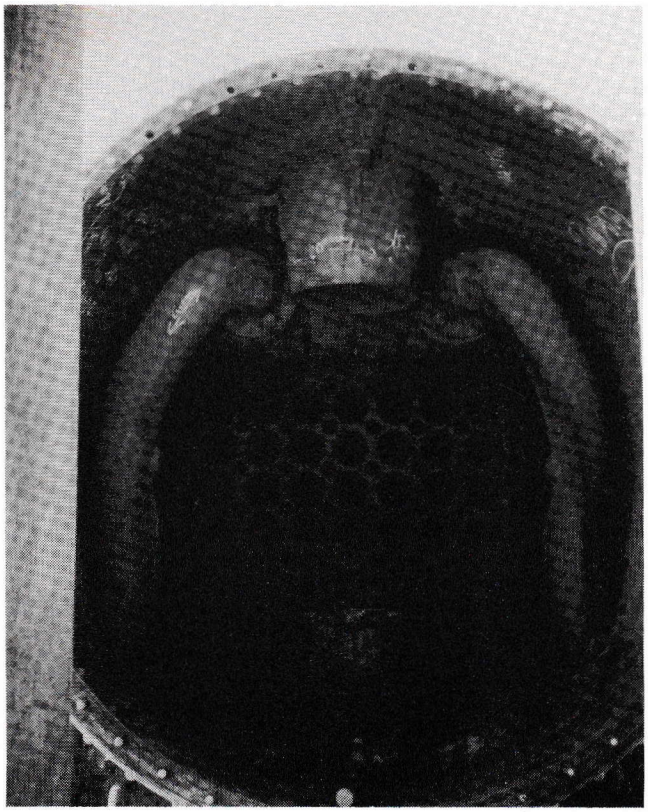
Now the good news! The Steam Team has finished the complete repair/restoration plan for the boiler of #2353 and we are now ready to move ahead. After extensive review by **Mike Moore** of Fraser's Boiler Service and **Dennis Daugherty**, the Steam Restoration and Operations Group has begun the final steps that will soon have the boiler finished and ready to operate. When completed, the 2353 boiler will be as good as new and will have been inspected and passed by a National Board inspector, and will conform to the standards of the Federal Railroad Administration.

The steps of the plan required that we further dismantle the large pipes that carry steam down to the cylinders and remove the head unit of the superheaters. The pipes can be seen in the second picture on each side of the tube sheet with the superheater head behind the smokestack. Removing these items will be no small task since each weighs several hundred pounds.



Left front of the boiler on #2353 locomotive from inside, showing the tube sheet with cracks following the curved knuckle.
photo-l.williams

The men from Fraser's Boiler Service will cut out the old sheet, use it as a pattern when making a new one, and then install the new one using a welding technique used by the Norfolk & Western Road.



Smokebox of #2353 showing main left and right steam pipes going to the cylinders. Superheater head is behind the smokestack.
photo-l.williams



AROUND THE INTERPRETATION DEPARTMENT

by **Rich Borstadt**
Interpretation Superintendent



CT-4 Mariachis and a definite festive air greet passengers in Tecate as they disembark from this special San Diego Railroad Museum, Campo-to-Tecate excursion train, having experienced rail travel of yesteryear. Photo Credit-Victor Paul Molina, SDRM

Excursion activity has been at fever pitch since just before the first of the year in order to take advantage of slow season and cool weather to gain maximum passenger usage (and revenues) from our demonstration passenger equipment. The holiday season and first couple months of the year are slow in ridership at Campo requiring fewer cars to accomodate visitors and permitting use of the closed cars that cannot be used in warmer weather because of lack of air conditioning. On New Years' Day, we did the first Tijuana to Tecate and return run (pictured on the cover of the last REPORT). Then we shifted to an eastern approach to Tecate, making Presidents' Day, Irish (day before St. Patrick's Day), and Desert Spring (April 20) runs from Campo. These have proven to be popular trips, selling out each time with minimal publicity effort.

Besides providing needed income for the Museum, they have established on-going relationships with Mexican and U.S. Border officials, and goodwill on both sides of the border that will make possible smoother and more extensive future projects. They have also served to build rapport with the new management of the San Diego & Imperial Valley Railroad (SD&IV) with whom we work on all train movements beyond our Campo demonstration venue. The three Campo-Tecate trips were operationally identical, so a big plus was the chance for our Operation and Interpretation volunteer staff to rehearse and really perfect our procedures and presentation techniques for the public. In addition to working on these trips, our foreign road excursions staff has also staged the normal Spring Puerto Penasco and Copper Canyon rail runs into Mexico out of Mexicali. In all, beyond our normal weekend Miller Creek trains, we have given over 1700 people exposure to what passenger train travel was like, enticing 1200 of these to Campo in the process.

One Museum need became evident during production on these trips, that is for a FAX machine for the Museum office. Documents need to be transmitted to the offices of officialdom on both sides of the border and an in-house FAX machine would save money and volunteer time if anyone has one of these useful devices to donate. Contact Bobbie at the business office, 595-3030, if you can provide a FAX unit.

We participated jointly with the Honda Motor Cycle Dealers of San Diego in their first ever "Fun Run to Campo" on Sunday, April 7. About 400 folks rode to Campo to get some freebee food and try out the new models of road bikes. While there, they discovered the Railroad Museum and many rode our Demonstration Train and toured the Museum car collection and restoration shops. Others will return with family and friends, now that they know we are there and what we offer. We were featured in heavy radio promotion for the event, as well.

The Annual Pacific Southwest Railway Museum Association Meeting and Dinner was another important recent activity for the Interpretation Department. The facinating presentation by **John Ballweber**, Curator of the Nevada State Railroad Museum at Carson City, was only one of its features. Twelve people who volunteer their time to further the educational purposes of our Museum were cited for special merit awards for specific individual interpretive effort. The categories and recipients were:

see next page

more Interpretation

Collections Conservation-

Roy Pickering for extraordinary efforts in organizing, conserving and making accessible the Museum's documentary collections and particularly the photographic collections through periods of storage and moves in ongoing efforts to establish a permanent library facility.

Research-

Bruce Semelsberger for library systems development to aid research access and for furthering our knowledge of the California Southern Railroad and its operation.

Bill Niedrich for research into the past of the Jacumba passenger car bodies during preparation of the feasibility study for their preservation and for his special sensitivity to including the human dimension while putting together their story.

Bill Schneider for his years devoted to ferreting out the tortuous history of some of the equipment in our collections in preparation of a definitive volume on the Museum's roster of rolling stock.

Live Interpretation-

Al Keevil for developing historic information on Camp Lockett, the WWII military, and steam locomotives for live interpretation to visitors and for willingness to be available on short notice to assure enjoyment and an enriching experience for the visiting public.

Cliff Pennick for unstinting service to the Museum and its visitors during Student Appreciation Days school outreach programs, on the weekend Demonstration Train, and during special events... whenever needed and often on a moment's notice.

Interpretive Media-

Bill Groya for taking the initiative to upgrade interpretive handout materials for the Puerto Penasco Excursions and for making the effort to gain mastery of mechanical knowledge in order to properly handle maintenance and operation of the Museum's Mexicali fleet of passenger equipment to the benefit of passengers on our foreign road excursions in Mexico.

Museum Presentation Quality-

Joy Moorehead and **Lori Jones** for Period Costumes developed to aid in telling the La Mesa Depot Story.

Jeanie Jones for set dressing design and execution on the Museum's themed, home-road excursions (St. Patrick's Day/Jacumba and Tijuana/Tecate).

Denby Jones for championing the enhancement of the Miller Creek Demonstration Train with the added excitement for visitors of through-train arrivals at Campo and for aiding and abetting Jeanie in preparation of the special home-road excursion set dressings.

Dave Slater for constant attention to authenticity in aspects of dress and presentation and for consumate professionalism when staging the Miller Creek Demonstration Train.

A special acknowledgement for group contribution to the Museum was given by Museum Operations Director **"Barney" Barnier** to the team of interpreter/hosts who have sustained the excursions program through the years under the able leadership of **Ann McVeigh.** Their trips have not only included popular Mexican adventures, but have permitted passengers to explore the rails of places as far afield as Great Britain and South America. This group, known for many years before we began our "home road" SD&A-trackage excursions as the "Excursion Committee," continues producing and staffing our "foreign road" trips over outside railroads. Their activities have given greater understanding of railroads in the international setting to our guests and have contributed substantially to the income of the Museum.

In addition to the departmental individual awards, Interpretation folk were singled out by the Museum for top overall recognition for long-term service.

A Silver Spike Award to **Margaret Barksdale** for her years of service to the La Mesa Depot facility and the Museum as a whole.

Rail Fan of the Year Award to **Roy Pickering** for extraordinary efforts over the years in organizing, conserving and making accessible the collections held in the Museum Library through numerous moves while devoting energy to other aspects of the Museum as well.

Campo Wild West Days



see next page

more Interpretation

Memorial Day Weekend (May 25, 26 and 27) will see a variety of gunfighters, buckskinners, and historic military re-enactors invading Campo for the annual Wild West Days. The event promises to be the biggest ever. A nationally sanctioned gunfight competition will be going on each afternoon, along with varied arts and crafts displays, operating old-time gasoline engine demonstrations, period military maneuvers and skirmishes, a barbecue, live bluegrass music and dance Saturday evening. Of course, the traditional restaging of the famous 1875 Gaskill Brothers shootout with border desperados will be offered again, before the first train and again at 4:15 in the afternoon each day. As always the Stone Store Museum of the Mountain Empire Historical Society and the San Diego Railroad Museum will be in the thick of things along with other Campo community organizations and the Campo-Lake Morena Chamber of Commerce. There's a new official logo for the event this year.

We will be running rail shuttle service between the depot and the Living History Trailhead that leads visitors from the mountain man era, via the Civil War and pioneer periods past the Stone Store Museum to the '30's and finally to the '40's of World War II at our end. For those who would like to see it, our newly restored Santa Maria Valley Railbus will be fresh from its triumphant debut at Railfair '91 in Sacramento. Check out the flyer in this issue of the report for information and a package ticket offer for Wild West Days. There'll be specialty tours of parts of our collection and, of course, our Miller Creek train. (By the way, we're hot on the trail of the original Miller Creek water tower in the hope of acquiring it for restoration to its original site to service future steam operation. It still survives in reasonably good condition after being removed from trackside many years ago.)

A new approach to in-school programs and Student Appreciation Days is under development. If you have some interest and time to help reorganize and develop learning materials, please contact Interpretation Superintendent **Rich Borstadt** (447-3297) or the Museum Office (595-3030). We are particularly interested in you and your experience if you have been a teacher in the elementary grades.

Have you been intrigued with the lifestyle of the Hobo and his association with American railroads? If so, a new Museum activity may be one for you. We are looking for would-be hoboes of all ages to form a group of specialty interpreters to tell this story, particularly in the context of the 1930's depression era. Come learn about The Hobo, The Tramp, and The Bum ... and collect your Hobo Handbook at Campo Depot on Sunday afternoon, May 19, from 1 to 3:00 p.m. This orientation session will begin you on the road to developing your transient personna and begin preparation for the first event to feature this new dimension to our rail storytelling, at the June 15 barbecue. Learn about A No. 1 and J.B. King, Esquire. Contact Superintendent Borstadt at the above number, or just be at Campo at one on the 19th with bandana in hand.

Interpretation Training

Wednesday, May 15, 7:30 p.m.

New and Newly Active MEMBER ORIENTATION. Basic information for new members and those becoming active in Museum programs and Departments. Instructor: **Dick Pennick** (463-2276) Museum Offices, 820 West F St.

Trainman/Guide Training Course (Required session) Sat., May 18, 9:30 a.m. CAMPO ALL-DAY TRAINMAN/GUIDE WORKSHOP Operational, Safety and Historical aspects of being a Museum docent at the Campo Preservation and Restoration Facility. Gaskill Stone Store Museum, Campo

Trainman/Guide Training Course (In-town session) Wed., May 22, 7:00 p.m. THE CAMPO/CARRIZO GORGE ENVIRONMENT (Natural History of the Mountain/Desert habitat of the SD&A.) Instructor: **Dorcus Utter**, Chief Naturalist of the Audubon Society of San Diego. Good enrichment session for any member, even if not enrolled in the Trainman/Guide Course. Museum Offices, 820 West F St.

Trainman/Guide Training Course (Required session) Wed.,June 19, 7:00 p.m. THE SAN DIEGO & ARIZONA RAILWAY, A background and historical look at our "home road." Instructor: Bruce Semelsberger, Museum Director of Research. Good enrichment session for any member, even if not enrolled in the Trainman/Guide Course. (In-town) Museum Offices, 820 W. F St.

Membership Recruiting Sat., June 15, 11:00 a.m. HOBO BARBECUE A fun Campo outing with show-and-tell activity for each department of the Museum. A chance to check out potential Museum areas in which you may want to become involved. Present Interpretation Department volunteers will be needed to show folks around and answer questions for potential Museum members. Campo Museum Grounds.

RAMAPO IRON WORKS HILLBURN New York

MANUFACTURE

Automatic Safety Switch Stands

SWITCHES

Yoke, Bolted, Plate and Spring Rail

FROGS

Crossings Track Equipment

Railroad and Machinery CASTINGS Heavy Light

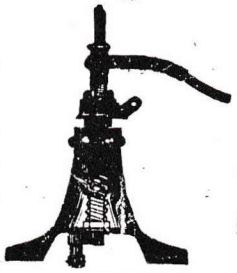
Narrow Gage and Plantation Cars

BRAKE SHOES

ROSS—For Steel-Tired Car and Truck Wheels

ROSS-MEEHAN—For Locomotive Driving Wheels

The e Shoes Prevent Flange Wear and Save Cost of Turning Tires.



ANNUAL AWARDS DINNER

Saturday evening, March 30th, saw Museum members gather at Tom Ham's Lighthouse on Harbor Island, for its Annual Awards Meeting and Dinner.

After an introduction and welcome from **Barney Barnier**, the Museum's Director of Operations, guests were treated to an excellent meal (choice of halibut or prime rib).

Following dinner, Board President **Dr. Dan Marnell** offered the Board's welcome to guests and brought us up to date on efforts to establish a Museum presence in the Santa Fe Depot.

Dan was followed by the Museum's new Director, **Kay Carter.** Kay spoke about her initial impressions of our Museum and the accomplishments made by the volunteer force, and how she was looking with great anticipation to working with all of us. She also made mention of having attended the recent convention at the State Railroad Museum at Sacramento, and made some obscure claim of having some knowledge of how Chinese Steam Locomotives are built.

Next on the agenda, the various Department Heads introduced key members of their departments, and awarded a large number of Certificates of Appreciation.

The guest speaker was the Curator for the Nevada State Railroad Museum, **John Bellweber.** John gave us a very detailed and highly informative presentation on how the Museum came into being, acquired land, facilities, and equipment, and more recently, expanded their facilities and are now even offering trainrides, all in the center of town (Carson City, Nevada). John was an excellent speaker, with the ability to mix humor with facts, keeping everyone's attention until he finished.

Final agenda items for the evening were the awarding of special Silver Spike awards by **Barney Barnier** to;

Ross Robinson for efforts well beyond the call of duty, in coming down to Campo every winter from Ottawa, Canada, and literally working full time on the site doing just about anything and everything that need be done:

Dick Ruppert for his many years in establishing the Museum's training program, writing course descriptions, arranging for space for the classes, and teaching some of the classes himself: and

Margaret Barksdale, who for many years managed the La Mesa Depot Museum in downtown La Mesa, including assignment and training of staffers, and keeping the little depot clean and presentable for the public to visit each weekend.

And saving the best until last, **Dr. Dan Marnell** presented the Railfan of the Year award to the Director of Libraries, **Roy Pickering** for his tireless efforts to build a railroad research library, and for keeping the faith amid seemingly having to pack up the collection and move it to a new location every couple of years.

This happened last, but wasn't supposed to. There was, as always, a door prize, this year it was a pair of tickets for the dinner train to San Clemente on AMTRAK in April, and were won by **Mike Reading.**

All arrangements for the dinner, including sale and mailing of tickets was done by our Office Manager, **Bobbie Ringersma** (made even more fun by her office being moved to the new office/library site on Pacific Highway AND ticketing for several excursions all at the same time). Nice work, Bobbie - guess what, you earned the right to do it again next year (we'll even move your office again if it'll help).

VOLUNTEERS of the MONTH

Duane Leal, "a steel-drivin' man" as **Barney Barnier** calls him, is the Museum's Volunteer for the month of March. "Ever since the first track party, Duane has kept coming back and driving spikes to extend the East Lead. A great job, and my thanks".

And for April, "I would like to express not only my thanks, but to let everybody in the Museum know just how much work our Man of the Month has done for us. He labors behind the scenes most of the time, and very few people see his work. What they do see, are the fruits of his labors. **Bill Niedrich** has spent uncounted hours chasing down the government surplus system for us. He is the man responsible for our being able to acquire such gems as the loader, the fuel truck, and expecially the ALCo-GE MRS-1 (USAF #2104). He also makes sure that we get the best price on these things. Bill has saved us a huge amount of money over the years. **Bill**, on behalf of **ALL** of the membership, THANK YOU VERY MUCH!!!

CAMPO DISPLAY BUILDING

by **Charles Alban**

Progress is stalled on this project while we wait for a decision on the entry road surfacing, and for a completed electrical drawing

The landscaping is under way, under the able direction of **Ed Duling.**

The dormitory trailer has been moved off the site and relocated near the station building on the SD&AE property. This eliminates the problem created by the trailer not appearing on the original Major Use Permit drawings.

FAIRBANKS-MORSE SMOKE PROBLEM SOLVED

by **Bill Schneider**

Ever since our Museum acquired former Fairbanks-Morse demonstrator #FM-2000, which worked for over 37 years as Union Pacific #1366 and Southwestern Portland Cement #66 and most recently #408, we've had a major problem with it. Whenever the 125-ton locomotive's 2,000-HP diesel engine is started, it looks as though it's on fire and emits huge clouds of smoke. Contrary to what some Museum wags suggest, it's not caused by the Mechanical Department burning their old socks! Nevertheless it is a serious problem.

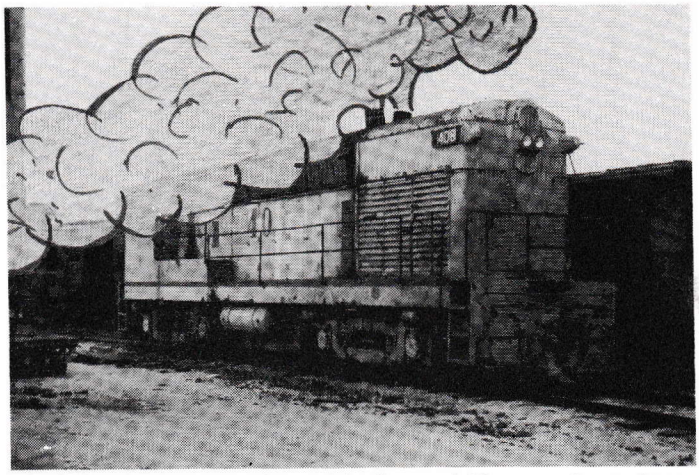
After years of study, the source of the excessive smoke has finally been determined, and a solution is at hand! It's called ANTHRACITE!

The problem is that for years we've been burning bituminous (soft) coal in the locomotive, which gives off a lot of smoke and soot. By switching to anthracite (hard) coal, we'll have little smoke and no soot from our powerful diesel-electric.

The clean-burning properties of anthracite coal have been known to railroad people for over a century. In fact, from 1900 to 1917 the anthracite-using Lackawanna Railroad even ran a poem-style advertising campaign featuring mythical beauty **Phoebe Snow**, whose dress "...stayed snowy white, upon the road of anthracite".

Unfortunately, obtaining anthracite coal inexpensively here in the west has been all but impossible. Until now!

Thanks to a recent discovery of an old map in the Museum's "dumpster collection", an old anthracite mine, the ANTHRA-X (closed in the 1920s when steam locomotives switched from coal to methanol), has been located in nearby Imperial County. Not far from the U.S. Gypsum Company's narrow-guage railroad, it has just been acquired by our Museum, thanks to a major donation by the BOARD OF TRUSTEES MEMBER ENDOWMENT FUND.



Fairbanks-Morse (cough) #408 idles and smokes just after being (sneeze) started at Campo. The photo was taken by Bill (wheeze) Schneider. 'Computer' enhancement (hack) was by the Report staff.

According to our Director of Land Acquisition, **Hy Perbole**, the ANTHRA-X mine's machinery is still in good condition, and will require little effort to put it back in working order once its coating of sand has been removed. He's hopeful we'll be able to start mining coal within a month or two, after working out an agreement with the Carrizo Impact Area authorities to suspend target practice two days a week. He added that Museum volunteers are needed to assist with mining operations, to lay a spur track to the mine, and to clear unexploded ordnance from the area.

We can hardly wait to get the anthracite into our Fairbanks-Morse and be able to actually see the locomotive even when it's operating! Smoke Free!

* * * * * * * * * *

Thanks are expressed to the technicians who solved the problem; to the historical researchers who located the old mine map; and especially to **Gus "Greaseball" Gungey**, executive director of the Carrizo Badlands Harley Chopper Society, which has been using one of the mine shaft heads for its social functions for several years, and who helped us locate the mine and will be in charge of shaft security.

* * * * * * * * * *

Editor's Note: While you may not have been able to read this on April 1st - April Fool's Day - it was obviously intended for that purpose, probably belonging in the same category as **Harry Hurry**'s search for the Railbus's elusive steering wheel. The Museum's management disavows any prior knowledge of the preceeding actions and hopes that this Report self-destructs in 5 seconds.

JUST WONDERING.....

by **Bill Schneider**

Most of us are aware of the current restoration of two large steam locomotives in Southern California - Southern Pacific #2353 at our Museum site at Campo, and Santa Fe #3751 in Fontana. Both had formerly been on public display for many years, #2353 in Imperial and #3751 in San Bernardino.

Our Region's third major railroad also has a large steam locomotive on public display in the outlying southland. It's Union Pacific #6051, with its eight-wheel UP truck tender, at Fairmount Park in Riverside, near the UP/Santa Fe mainline. The tender also has "Los Angeles & Salt Lake" on its rear.

Wonder if there is any group or organization planning to restore that historic locomotive to active service...

CARRIZO or CARRISO???

by **Bill Schneider**

Report readers may wonder why we use two different spellings of this name in the same story, and which one is right.

Both spellings are correct, depending on what we're referring to. The gorge itself is spelled "Carrizo" and our railroad car "Carriso" because of historic linguistic-based spelling differences and usage.

The name was derived from a Native American word for a type of reed, or bunch grass, found in quantity in the gorge, from which a sweetener was made. Because of its pronunciation (and probable mis-pronunciation), when first written down it was spelled with a "z" by Spanish-speaking Californians and with an "S" by most English-speaking Anglos.

It appeared as "Carizal" on a diseno of Agua Caliente about 1840, and as "Carisal" on a Wilkes map in 1841. In 1848 Major Emory referred to "Cariso Creek" in his Reconnaissance.

Some English-speakers did use the Spanish spelling for place names, however. An 1855 linen survey map now in our Museum library and another survey map dated September 4, 1872 in the San Diego Historical Society's Research Archives in Balboa Park, both made for the San Diego & Gila Southern Pacific & Atlantic Railroad (formed in 1854 but never built), show a proposed route east from San Diego along the approximate alignment of today's Highway 94 to Jacumba, and then through the "Head of Carrizo" (1855) and "Carrizo Canon" (1872) to Imperial Valley.

When the San Diego & Arizona Railway was built from 1907 to 1919, it used the English "Carriso Gorge" spelling for the gorge, and also for its business car, #050, in 1921. Because the railroad was the only route into the gorge, and because of its major efforts in the 1920s to publicize the SD&A's route, "Carriso" was the accepted form of spelling in most publications for many years. However, in her 1937 collection San Diego Place Names, **Lena Hunsicker** listed "Carrizo Creek and Carrizo Gorge", and added "also spelled Cariso" (sic).

As rail travel declined and the Spanish spelling of place names became more preferred, "Carrizo" gradually replaced "Carriso" on maps and signs. Today "Carrizo" is the accepted official spelling for the gorge and creek, and is used as such by our Museum. But because SD&A #050 was spelled "Carriso Gorge", we will continue to use that historic spelling for our prized car, and will not change its name to conform to modern usage.

Thanks are expressed to the San Diego Historical Society; to **Floyd Moore** at its Research Archives in Balboa Park; to **Mark Allen** at its Junipero Serra Museum; and to **Roy Pickering** at our own Museum's library.

THE TESTIMONY OF BOOMER BILL

provided by **ROY PICKERING**

Credit: Los Angeles Live Steamers, May, 1988
George Bates

There had been a railroad accident in which several people were injured. Some lawsuits resulted and in the trial of the first case, the attorney for the defense had as one of his principle witnesses an old "boomer" brakeman. After properly identifying him and establishing his status as a witness, the attorney said: "Now Bill, I want you to tell this jury all you know about this alleged accident. Where you were and why you were there, where the other members of your train crew were, and what they were doing, where the train was located and all other facts and circumstances in connection with the affair. Just turn right to the jury and tell them the whole story in your own words."

Bill was rather embarrassed and looked doubtingly at the Judge, who nodded to him and indicated he should proceed. Bill switched his quid over into the other jaw, turned to the jury, and told this story.

"We was heading south with 456 - 32 loads and 10 empties and we had a meet order with 2 for 149 at 4:15. There was a dynamiter in drag and it looked like we was goin' to stab 149 about 15 but the bronco quit buckin' and the hogger wheeled them, so we got to 149 at 4:10. We went in on the cold end of the passin' track and closed the gate, drifted down to about ten lengths from the south target and grounded the kettle. The hoghead got down and went greasin' her ankles and the tallowpot was in the cab hustlin' diamonds. Cap was back in the crummie shufflin' tissues and the hind-shack was in the doghouse bullin' a Yahoo that was dead-headin' on a Zulu outfit. Me, I was sittin' on the pilot waitin' to twist the monkey's tail and head out on the main when 2 cleared.

I seen her comin' through the cut and she was workin' steam and puttin' up a feather. Hogger cut off at the limit board and she come in greasin' at about 25. When she passed the target, the ponies split the switch and they took the siding. The hogger big-holed her but she jumped the rabbit and took the country.

I seen a smash was comin' and joined the bird gang. I hit the cinders yellin' "Spread yer wings, fellers," and when they came together, I was on the other side of the main scratchin' gravel. I dodged into the palace and told the brass pounder to tickle the Supe and tell him we had two on one spot and there was Hell to pay.

- -

The above is an actual account of testimony from a trial handled on behalf of the AT&SF by Attorney **Luther Hudson**.

TRACK CLEARING WORK PARTY SCHEDULED

The California Division of Forestry has inspected our right-of-way and found that the weed-growth has reached a serious fire hazard level, and has directed us to clear them or risk being cited AND having our operations suspended.

We have therefore scheduled a weed-clearing work party, Saturday, June 8, 1991

Work Train Will Depart Campo Depot at 9 AM

LUNCH WILL BE PROVIDED

Bring a shovel, pick, hoe, or whatever tool you prefer and don't forget work gloves and a hat (to protect BOTH places from blisters).

Our Office Manager, **Bobbie Ringersma** is organizing this event and needs a nose count so she can plan lunch. Please call her if you can attend. **595-3030.**

SAN DIEGO RAILROAD MUSEUM
2870 Fourth Avenue, Suite C
San Diego, California 92103

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