

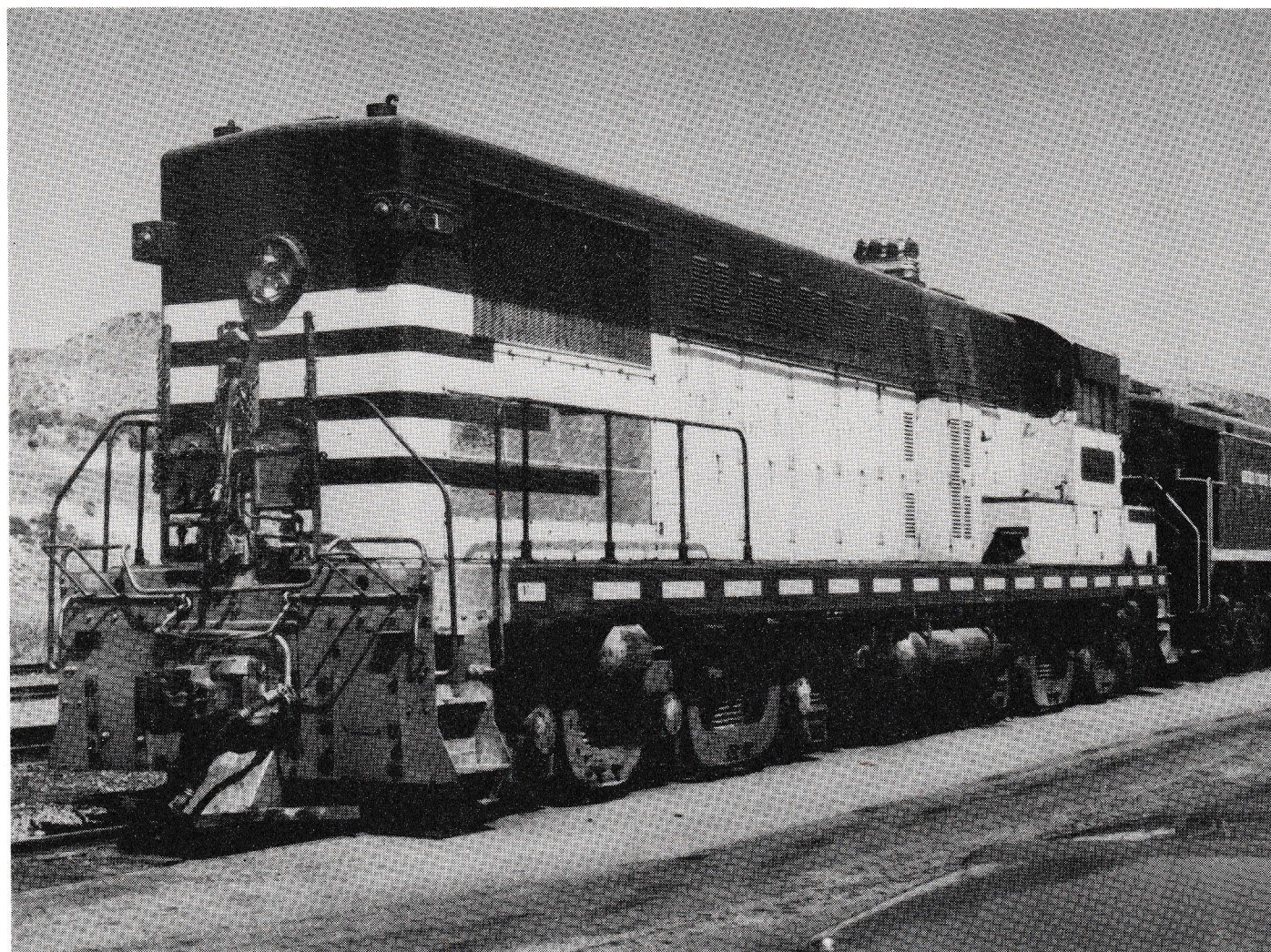


MAY-JUNE

REPORT

NO. 229

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



Our new BALDWIN-LIMA-HAMILTON AS-616 road switcher from the Oregon & Northwestern Railroad stands outside the SD&IV engine house in San Ysidro on May 22nd, awaiting the

final leg of its journey from Oregon to Campo. Note the "bulge" on the left hood under the stack, around the turbocharger.
photo-w.schneider

MUSEUM DIRECTOR'S REPORT

by Kay Carter

Some very exciting (and exhausting) events have been taking place at the San Diego Railroad Museum which could fall into the category of "when given lemons make lemonade." On April 15th we were told that our offices were going to be used by the Hyatt Hotel chain to market their new facility and we would have to find another location (de-ja vu?). The administrative staff felt as mobile as the SD&A demonstration train! But, if you haven't heard, we located a terrific site through some very hard work (and good luck) for our new offices - the Santa Fe Depot, 1050 Kettner Blvd. We moved in on Saturday, June 29th. Everyone is very enthusiastic about this turn of events and is looking forward to a mutually beneficial relationship with Catellus Development Company (Santa Fe's Real Estate Company). Additionally, Catellus has been most helpful in assisting us with tenant improvements for the new library space in the Baggage Building. They have installed new lights, electrical conduit, completely painted and will soon carpet the area, giving librarian, Roy Pickering, the incentive to pack up and relocate. Many thanks to Catellus for their cooperation and assistance.

And speaking of THANK YOUs, some very special people should be acknowledged for their hard work and dedication during this hectic time. My sincere appreciation goes to Don Getz, who not only secured the donated carpeting for the administrative offices, but painted, cleaned and singlehandedly removed three coats of paint from the etched glass over the doors; and the other intrepid souls who once again pitched in with painting, papering and furniture moving - Al (Barney) & Bob Barnier, Bob Eikel, Mike Reading, Mike Reneau, Charles Alban, Harry Doering, Jim Hamill, Randy Houk, Gaylen & Carol Dyreng, Bruce Semelsberger, Dale Prescott, Bob Haney, Alba Bastida, and her two nephews, Cliff Pennick, Dale Busch - who helped with the move and then sprang for lunch for the crew, Roy Pickering and especially Jack Ringersma. The Museum also wishes to thank Chris McVeagh for donating his time (until 2:30 AM one morning) to install the new carpeting.

One person gave countless hours to make the offices liveable - Bobbie Ringersma (and her husband Jack) worked until the wee hours every evening, and deserves everyone's admiration for her time and hard labor in pulling together the crew that "got the job done". Believe me, we all toed the line wielding paint brushes and rollers with Bobbie leading the charge. With this move, I was really treated to the Museum's "can-do" attitude and gratefully want to thank those who contributed so much energy to this project.

Now that we've relocated into such a visible, appropriate spot, we are asking the membership for some help. We're looking for any small scale railroad memorabilia that could be displayed at the offices. This would go a long way towards creating an exciting spot from which to market Campo. We would

like the atmosphere of the room to portray our railroad and its history. Should you have any items that would support this idea, you may wish to consider loaning them to the office. Additionally, you can still donate objects to specific areas of the organization where the artifact relates directly to the organization's mission or goals and receive a full market value deduction on your taxes through calendar year 1991. Donor gift forms are available at the office. Please call us at (619) 595-3030 if you have any ideas, or check with us concerning what would work as display pieces to spruce us up, buff us out and just plain help portray to the public what we are, what we do and where to find us. Plans are underway to display the speeder in the Depot waiting room as soon as we can insure its complete protection. Our brochures detailing the train schedule, the Campo experience and membership opportunities will be distributed to Depot visitors from the Information Kiosk located in the waiting room. All these things should heighten our public awareness factor by ten!

Great News Department - Ted Kornweibel has agreed to become the new Superintendent of Restoration. He has also sent word out to several new volunteers who indicated a willingness to become hands-on participants in our efforts to preserve and restore the rolling stock at Campo. Upon return from his vacation, Ted will be meeting with interested people to determine project priorities for the rest of this year and then on to 1992. Please contact Ted if you are interested. His objectives are twofold: "restore some beautiful railroad equipment, and enjoy good fellowship as you do it". You'll find his enthusiasm contagious! He plans to announce regular work days for his department once he has surveyed all our restoration projects. Thanks, Ted, for your willingness to assume responsibility for spearheading this group of dedicated volunteers.

INVITATION TO THE MEMBERSHIP From Kay Carter and the Board of Trustees

We would now like to show off our new digs to the entire membership. The Board of Trustees is underwriting an Open House at the Santa Fe Depot to announce our "arrival" and create community awareness about our Museum. Museum members, the media, and friends of the SDRM in the downtown community such as MTDB are invited. Please mark your calendars for Thursday August 8, 1991 from 6:30 to 8:30 PM.

r.s.v.p. 595-3030 if you plan to attend.

REPORT

Official Publication of the SAN DIEGO RAILROAD MUSEUM
4695 Nebo Drive, La Mesa, California 92041
EDITOR: Harry E. Doering

ONE YEAR MEMBERSHIPS

Senior-\$15: Individual-\$25: Family-\$35: Contributing-\$50:
Supporting-\$75: Sustaining-\$150

LIFE MEMBERSHIPS

SENIOR LIFE-\$300: LIFE-\$500: GOLD SPIKE LIFE-\$1,000

COMPANY/CORPORATE MEMBERSHIPS

Associate-\$1,000: Sponsor-\$2,000: Benefactor-\$5,000

PAT on the BACK DEPARTMENT

by Kay Carter
Museum Director

Campo volunteer, **Steve Wade**, has worked a miracle with the Car Barn wood shop. Steve is a custom woodworker by profession and has been a member of the Museum for seven years. He has crafted an outstanding area for specialty woodworking, repairs, even high, dry lumber storage for special project work. Steve reports that the shop is 99% completed and will make a convenient, efficient space for all those restoration projects that need trimwork, replacement, and fabrication. One of the most impressive aspects of the shop is Steve's terrific attention to detail. Literally, there is a place for everything with everything in its place! Every built-in cabinet has been sanded and finished. Now, all it needs is the set-up tools. Steve adds, "I'm not too proud to beg." For the shop to be up and running, it still needs three big items - a 6" joiner, an 18" planer, and a shaper with autofeeder to make the fancy cuts on wood. Please let Steve know if you have access to any of these items or could help the Museum secure them at a reasonable cost. Additionally, the shop needs sand paper, drill bits, chisels, and other small items to completely outfit the space for Museum workers. Steve can be reached at 469-8029.

You can find Steve at the Car Barn 3 or 4 days a week, including every Saturday and Sunday. When you are out at Campo, go into the Wood Shop and look around. I guarantee you'll be impressed with the professional work that has been done. And don't forget to give Steve a pat on the back. His hard work on behalf of the Museum is very evident. Thanks and congratulations, Steve, from all those volunteers whose labors will be easier because of the new facility.

DISPATCHES (Pot Pourri)

OOPS!!!

In the last 'Report' we carefully spelled the name "Spreckels" correctly, even pointing out that it is sometimes mis-spelled "Spreckles". Unfortunately, a gremlin got into our computer, and the very first words of our lead story were "John Diedrich Spreckles"! Talk about embarrassment! PLEASE - THE NAME IS correctly spelled "SPRECKELS", and may no Museum member EVER spell it incorrectly!

* * * * *

Due to space limitations, acknowledgements on Bill Schneider's story, Our Newest Locomotive, in the last 'Report' were omitted. Thanks are belatedly expressed to Museum members P. Allen Copeland and Bill Neidrich; to David Lustig and Jack Neville for "Vandenberg's Blue ALCo" in the March 1986 issue of RAILFAN & RAILROAD; and to The Second Diesel Spotter's Guide by Jerry A. Pinkepank (Kalmbach Books, 1988), and to Ken Ardinger, who publishes Loco Notes II. Thanks to all for the new information noted above.

CAMPO REPORT

by Barney Barnier

Our "East Lead" is now connected to the yard, and is in the final ballasting and leveling stages. It should be in use by summer!

Our "Boxcar Barbecue" and Open House on June 15th was well attended and featured the KSON Flatbed Band as well as a group of Hobos from the Interpretive Department. Our resourceful Office Manager Bobbie Ringersma deserves most of the credit for planning and organizing this event, and she wishes to thank all those who helped her set up and clean up. I would also like to thank all of the folks who came out to help on June 8th for the great weed pull.

A VERY LARGE THANK YOU GOES OUT TO HARRY HURRY, who gave up his vacation to staff the railbus for the entire two weeks of Railfair '91 in Sacramento. Thanks also to Rich Borstadt for the extra work in organizing "Campo Days" in conjunction with the local Historical Society folk.

The Carpenter Shop now has three-phase power installed and working. The Machine Shop is next on the list for power, and is in the process of having it's machinery installed. The Mechanical Department led by Mike Reading replaced the bad wheelsets on two of the SD&A cars. As soon as Jim Cook is able to finish the brake conversion on SD&A #250, all six of the SD&A coaches will be back in service in time for our July 13 trip to Tecate.

It is with great pleasure that I announce the appointment of Ted Kornweibel as the Museum's new Superintendent of Restoration. He replaces Norm Hill who has been in that position since about the time trains were invented. Many, many thanks to Norm for his years of devotion to the job in particular and the Museum in general, and also for being a good friend to all (Norm isn't leaving the Museum, just taking a rest - he can't quit, he still has the FGEX to finish).

OPEN LETTER TO THE MEMBERSHIP

Dear Museum Members;

Here we are at the half-way point of my term on the Board of Trustees as one of your representatives. I consider this appointment an honor and a privilege. However, I need your input in order to serve you better.

Please call me at (619) 287-2417 or write to me at the address below with your comments and suggestions.

Sincerely,

Corrine Gallagher
7304 Margerum Avenue
San Diego, CA 92120

BIG BALDWIN A TURBO DEMONSTRATOR

by Bill Schneider

Turbocharged, heavy, dynamic, and twice "number one" - that's the big Baldwin-Lima-Hamilton diesel-electric road switcher our Museum bought last November. Demonstrator #1601 (from its 1,600 horsepower rating), it was assigned #1 by its only owner, the Oregon & Northwestern Railroad to whom it was sold sight unseen!

As a demonstrator, it was "loaded" with options, including (would you believe?) a washroom and toilet! It was the second of three turbo diesels acquired by our Museum, our first with dynamic brakes, and is our longest and by far heaviest locomotive.

ONW #1 was the 134th of the Class AS-616 model production (168 were built 1950-54), and first of the later AS-616s with higher hoods that come within two inches of the cab roof. It was completed at Baldwin's plant in Eddystone, PA (near Philadelphia) August 16, 1953. It is powered by a Baldwin model 608A series 8-cylinder turbocharged diesel engine (serial #6621) developing 1,600 HP, has Westinghouse traction motors on its six motorized C-C axles, and tractive effort of 105,500 lbs. The left side of the hood has a "bulge" beneath the stack, around the turbocharger. "AS-616" translates into All Service 6 motorized axles, 1600 HP.

It has Trimount trucks, which replaced Commonwealth ones on later-model BLH locomotives. The axles are staggered (unequal) with 5' 8-1/2" between the first and second axles (from each end) and 7' 3-1/2" between the second and third axles. It has dynamic brakes and roller bearings (earlier AS-616s had friction bearings). It is 58' 0" long, 14' 1" high, and weighs 325,000 lbs (162.5 tons), making it over 35 tons heavier than any other Museum locomotive.

Being first of the new higher-hood AS-616s, it was assigned as a demonstrator and equipped with many "extras", including a washroom and toilet located in the short hood, reached through a door on the fireman's side of the cab. It was painted in colors it still wears: yellow, with dark red hood tops, cab top, frame platform, and hood-end stripes; silver end platforms and running gear; and black railings and lettering. Yellow dashes were painted on the platform sides. It carried both Baldwin-Lima-Hamilton and Westinghouse Electric & Manufacturing names, and was numbered #1601 (#1600, built in 1950, was the demonstrator for the earlier lower-hood models). BLH/WEM #1601 was sent to Atlantic City, NJ for display in the rolling stock exhibit at the 1954 bi-annual summer convention of the Association of American Railroads.

Following the AAR exhibition, the BLH/WEM lettering was removed and the locomotive relettered as BLH demonstrator #1601. It was turned over to the BLH Chicago office for assignment, mainly on railroads in Wisconsin, Minnesota, and Michigan's upper peninsula,

and later returned to Eddystone for winter storage in late 1954.

During a BLH sales meeting at Eddystone, also in late 1954, it was mentioned that BLH #1601 could be sold at the discounted price of \$90,000, instead of the normal \$145,000, still with a new-locomotive guarantee. During a break, BLH salesman John F. Kirkland telephoned Henry C. Geer, Operating Superintendent of the Oregon & Northwestern Railroad, with whom he had been in contact nine months earlier, concerning diesel replacements for the ex-UP 2-8-2 steam locomotives. He told Geer about the discounted price, and was given a Purchase Order number over the phone, and told to number it #1. Kirkland did a little "grandstanding", and went back into the meeting and showed the P.O. number to the BLH Vice President of Sales, who was "...more than a little surprised"!

Retaining its demonstrator colors, the locomotive had "Oregon & Northwestern" painted on its long hood sides, "O.&N.W.R.R." in red cab-side triangles, and "1" below the cab windows and on the front end above its headlight. It was sent to Oregon with a brief stop in Geneva, Utah, for a one-day demonstration at a U.S. Steel plant during a snowstorm. On January 31, 1955 it entered service on the Oregon & Northwestern, a 51-mile logging line in the Silvies River area of east-central Oregon. The ONW was owned by the Hines Lumber Company of Chicago, IL, and ran from Seneca to a company sawmill at Hines, just south of the ONW's connection with a UP branch at Burns. The ONW had 194 freight cars, fir crossties, 12-degree maximum curvature, 2.6% maximum gradient, and a 35 mph speed limit.

ONW #1's washroom and toilet were later removed because the ONW maintenance force refused to service it. The big switcher served the railroad for 30 years until the ONW was closed down in 1985. It was then placed in storage, and was last started in February, 1990 and found to be in good order. The UP branch to Burns is now the Oregon Eastern Division of the Wyoming & Colorado Railroad.

In mid-1990 our Museum learned from Norman Holmes, president of the Portola Railroad Museum in Portola, CA that ONW #1 and three earlier-model ex-SP AS-616s bought by the ONW from 1964 to 1970 were available for purchase (a color photo of all four appeared on page 43 in the April 1991 Railfan & Railroad). Our Museum wanted a locomotive with dynamic brakes because of the grades on our SD&A Railway, and in November, 1990 ONW #1 was purchased for \$8,500 raised by our Museum's Board of Trustees. Having roller bearings, it was moved here on its own wheels. The 157 miles from Burns to Ontario on the Oregon Eastern cost us \$1,000. Then it was taken free of charge by the UP to San Bernardino; the Santa Fe brought it to San Diego, and the SD&IV moved it on to San Ysidro where it was stored from April until the last week in June, when it was moved on to Campo.

more Baldwin

ONW #2, 3 & 4 were also sold. The Portola Railroad Museum acquired two of these units and could have had ONW #1 as one of them, but let SDRM have the roller-bearing #1 because of our distance from Burns and operational needs. As the others have friction bearings, the railroads won't move them on their own wheels, so our **Bill Niedrich** helped the PRM obtain a surplus 100-ton capacity flatcar to help transport their units to Portola. **Museum Cooperation!** The other ONW AS-616 was bought by a Portland preservation group.

ONW #1 is our second demonstrator locomotive (the other is the Fairbanks-Morse H20-44), and was our second **turbocharged** one (the first being the ALCo RS-2, and the third the ALCo MRS-1). The BLH AS-616 will be used to power SD&A excursion trains, giving us added flexibility. And it is rare - only 35 high-hood ones were built!

A special word of appreciation goes to our Museum's Board of Trustees, led by President **Dan Marnell**, for donating and raising the funds for this locomotive themselves, and to Director of Museum Operations "**Barney**" **Barnier** for handling the arrangements. Also to the Union Pacific Railroad, Santa Fe Railway, and San Diego & Imperial Valley Railroad for transporting it free of charge all the way from Oregon! **THANK YOU ALL VERY MUCH!!!**

* * * * *

Special thanks are expressed to former Baldwin-Lima-Hamilton sales executive **John F. Kirkland**, who provided most of the details on the background of this locomotive. Other information was obtained from Museum members **P. Allen Copeland**; **Bill Niedrich**; Director of Museum Operations "**Barney**" **Barnier**; Portola Railroad Museum president **Norm Holmes**; and The Second Diesel Spotter's Guide by **Jerry A. Pinkepank**, (Kalmbach 1988). Thank you all!

VOLUNTEERS of the MONTH

Excerpt from the Hot Scoop

For the month of May, 1991, our Director of Museum Operations, **Barney Barnier** has selected **BRUCE SEMELSBERGER**. "Not only does Bruce show up at Campo [regularly], but spends much of his free time at the Library assisting Roy Pickering. He also was a moving force at the recent Library relocation. **Thanks, Bruce!!!!**"

And for June, **Barney** couldn't make a final single selection, so two of our hard workers got the nod. "After our fine showing at Railfair '91 in Sacramento, we had to have two 'Men-of-the-Month'. **HARRY HURRY** and **CHARLES ALBAN** both put in so much to make the Railbus project work, I felt they should share the honor. Harry took two weeks off work and stayed with the bus every day, and Charles was able to get the gearbox repaired and shipped in short order. **Thanks, Guys!!!!**"

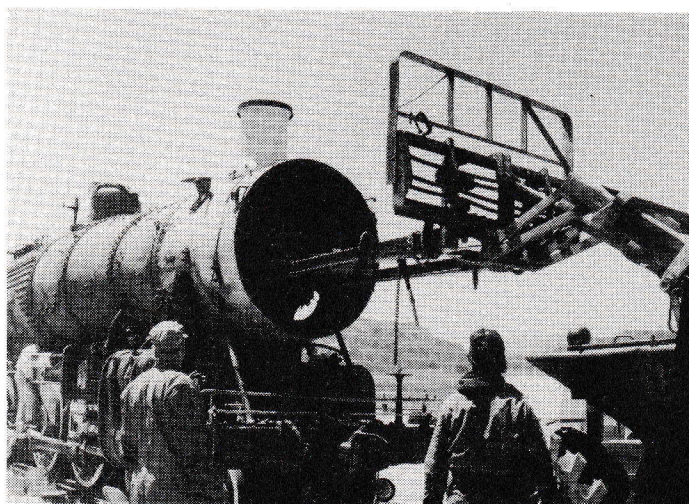
STEAM WHISTLIN'

by **Larry J. Williams**

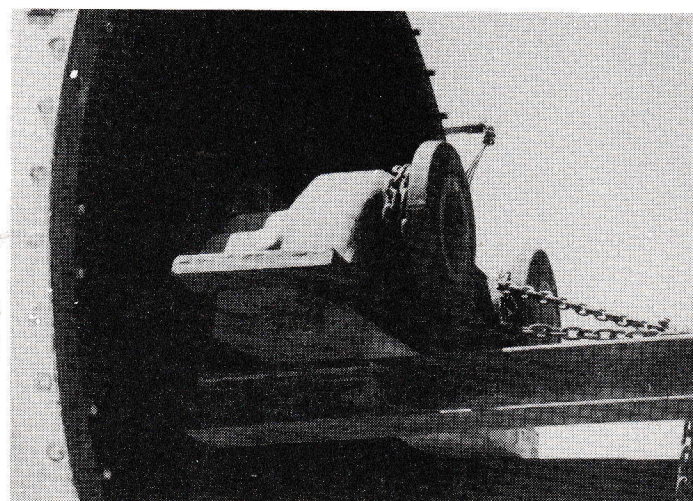
In the final step necessary to prepare the #2353 locomotive for installation of new fire tubes and superheater flues, Steam Team members removed the live steam pipes followed by the superheater header. This was done over two work Saturdays at Campo in late May and early June (the Team is now working on the first and third Saturdays of each month).

It was necessary to remove the large pipes that carry steam to the valve/cylinders on each side, and the superheater head that takes wet steam from the boiler and sends it into the superheater types to be dried, then distributes it to the steam pipes.

This superheater head, as can be seen from the accompanying photos, is a large steel casting, weighing about 600 pounds, and contains several closely-machined sealing surfaces. Thus, it was critical that it be handled without damaging those surfaces.



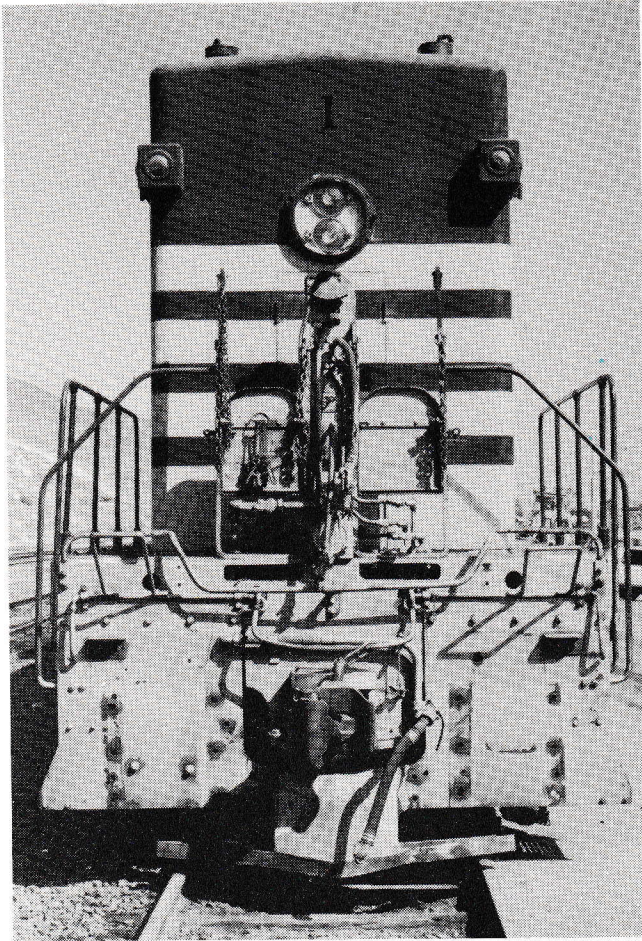
Steam Team members **Roger Clegg** and **Robin Becker** look on as the superheater head comes out on the forklift.
photo-b.donovan



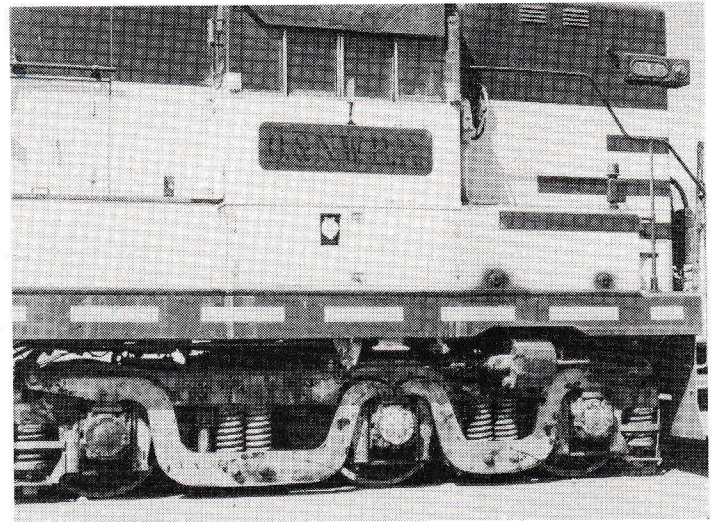
Locomotive #2353 superheater head as it emerges from the darkness of the smokebox.
photo-b.donovan

PHOTO PAGE

Photos by Bill Schneider



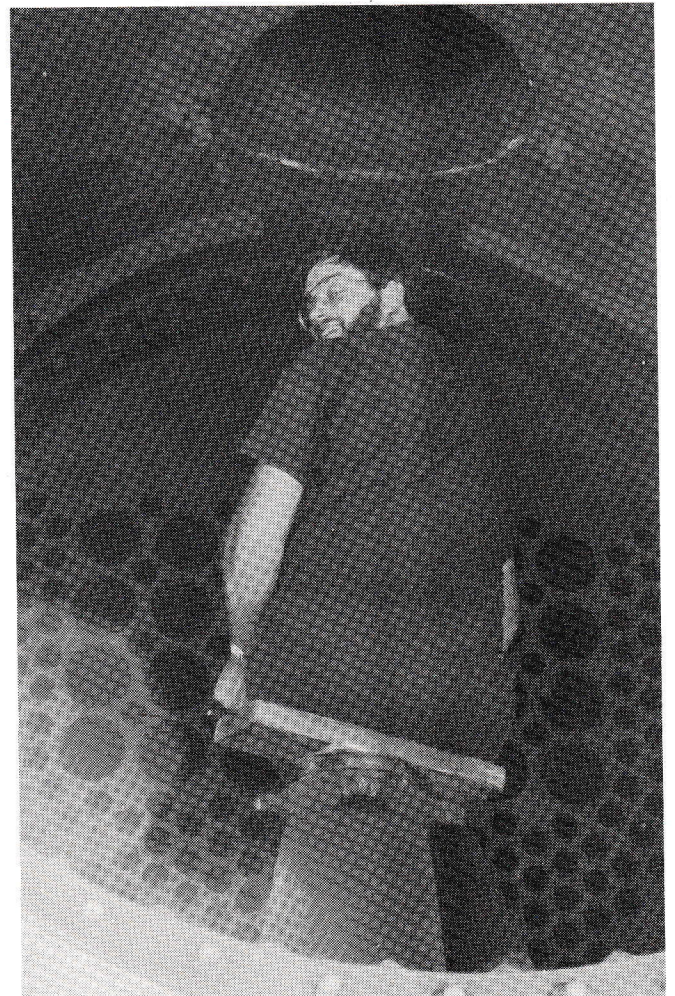
Head-on view of ONW #1, our heavy BLH-built AS-616, showing its high hood. Photo taken at San Ysidro May 22nd.



TRIMOUNT TRUCKS, staggered axle spacing, cab lettering, and turbocharger "bulge" (at left) show clearly in this view.



NO, IT'S NOT THE P.L.A. - it's Dr. Dan Marnell, president of our Board of Trustees in his authentic Chinese railroader's cap, painting hardware for his caboose, SP #1061, which he is carefully and slowly restoring to its early 1950s appearance.



SANTA CLAUS? Jim Lundquist, in red coveralls and beard, appears ready to rise up the chimney as he works in SP #2353's smokebox on May 18th.

AROUND THE INTERPRETATION DEPARTMENT

by Rich Borstadt, Supt.

It has been a very busy first half of 1991 with more growth and changes in the offing, the most important of which is the long awaited move into the Santa Fe Depot.

Library

Faced with the second massive move in little more than three months, our large collection of print materials, original records and photographic documentation is about to get under way once again. Director of Libraries **Roy Pickering** is marshalling his forces for that effort and can use your help, both physical and in the form of boxes and packing materials. The move must be completed before July 15. Please contact Roy through the office or at 462-3392 to coordinate in the effort. The new home in the center section of the baggage/freight portion of the historic mission style Santa Fe Station offers plenty of room for expansion of storage and use of the collections. It holds great potential for a very special library facility, featuring a great arched window and vaulted ceiling (which also presents plenty of challenges). Next "REPORT" will have more detailed information on the new facility.

Research

Investigation of the reported present location of the Clover Flat water tower tank is proceeding. An initial field survey was conducted in June and the report will be issued toward the end of July. More information and documentation is needed. If you have any photographs of the tower before it was removed from Miller Creek or have knowledge of the circumstances of its removal or present location, please contact Research Director **Bruce Semelsberger** (264-7282) or Superintendent **Rich Borstadt** (447-3297) as soon as possible.

Live Interpretation

The Trainman/Guide Course continues with an in-town session on Thursday, July 18. This one will be held at the La Mesa Depot at 7:00 p.m., because the new Library facility will not yet be in shape to accommodate training meetings. The topic is The American Passenger Train. It is team taught by the Museum's Rolling Stock Documentation Chief **Bill Schneider** and Superintendent **Rich Borstadt** and will specifically cover some of the equipment in the Museum's collections. It is an elective session for those in the course, but any Museum member or prospective member is welcome.

The Boxcar Barbecue was the auspicious start of a new living history program for the Museum with the beginnings of a "Hobo Unit" of "unofficial railroad passenger" interpreters. Plans call for the development of a quick assemble hobo jungle location at Campo and recruiting more individuals interested in developing a persona and jumping into first person interpretation. If it sounds intriguing to you, talk with **John Mercer** or **Bruce Semelsberger** about what its

like and contact Superintendent Borstadt (544-5875 days or above number evenings) to get involved at the next Mulligan gathering.

Events

Campo Wild West Days was a big success over the Memorial Day weekend, May 25 and 26. After a couple of years of doldrums, there was a real sense of community dedication and involvement in the effort this year in which the Museum was more cooperatively involved than ever before. A living history corridor between the two Museums played host to re-enactors and technological exhibits of earlier eras. There was a nationally sanctioned gunfight competition in addition to the annual re-enactment of the 1875 raid and gunfight at the Gaskill Store. And a new loading area was constructed where the old wagon road crosses the tracks near the Stone Store for easy and safe boarding and debarkation of rail passengers so that the shuttle service was well used (and made us extra revenue this year).

The June 15 Boxcar Barbecue was a successful effort to entice new members into the fold and woo them and existing members into a more active volunteer role with the Museum's programs and departmental activities. The aforementioned hobo interpreters and efforts by all departments to help tell their particular stories and present their volunteer needs will, it appears, result in several solid new active members. All this and great food courtesy of the Jacumba and Campo Kiwanis and great music from **Al Turner** and the KSON Flatbed Show and **Gordon Cleg**, and his minstrel friends made the occasion a festive one.

Excursions

First, many thanks to members of the excursion committee who helped dish up ice cream at two recent events at Campo: **Rita Cloud**, **Kathy Foote**, **Nancy Mercer**, **Katie Walker**, and Board members **Corrinne Gallagher** and **Ray Krumm**.

Coming up we have our July excursions to the Tecate Fair on July 13 and 20 (Saturdays), an unique blend of train ride through tunnels and over bridges into Mexico, county fair and fiesta. Campo departures will be in the afternoon beginning at 12:30 with returns in early evening, the last arriving at 8 p.m. in order to clear customs before dark. Contact the office (new address in the Santa Fe Depot is 1050 Kettner Blvd., San Diego, CA 92101 ... the phone remains the same (619) 595-3030) and get your check in quickly at the \$30 for Members and \$35 for non-members price to reserve your space for this delightful outing.

On July 20, as part of the Tecate Fair special trains, we will be hosting a load of Tecate citizens who want to take a train ride to Campo to visit the Museum. To that end we will need people who speak Spanish to be Trainmen/Hosts and to take walking tours at Campo. Some of the staff from our Mexican excursions will be involved, but we'll need additional help on this score. Contact **Ann**

more Interpretation

McVeagh if you can join us in hosting our guests from south of the border on July 20 (phone 280-4525 evenings).

Another special trip of interest is scheduled for August 16th, "The Dinner Train to San Juan Capistrano - ala The Orient Express". Your ticket includes round trip on AMTRAK, dinner in San Juan, favors and a drawing. Proceeds will benefit the special fund for refurbishment of the Museum's Pullman cars.

And on September 28th we are looking forward to our **BIG** event of this year - an elegant wine tasting and fiesta to be held at the country home of **Rita and Joel Cloud**. Save this date for a wonderful afternoon. This will also be a fund raiser event for the Pullman refurbishment effort.

Our folks who concentrate on special excursions over rails away from our home SD&A received a special plaque at the quarterly meeting June 21. It celebrates the years of effort producing revenue and good will on behalf of the Museum that the Excursions group has provided. They have more delights in store for Museum members and the public alike under Ann's leadership, among them an August 16 trip to Capistrano for dinner.

Mark this one on your calendar and check out the rundown of upcoming excursions on the enclosed flyer. The 50th Anniversary of Camp Lockett is coming up this fall with approximately 100 of the troops, including the buffalo soldiers, who served there in the '40's returning for a reunion at the celebration. This October is also the 75th anniversary of the completion of the Campo Creek Viaduct, the single most expensive and elegant structure on the original SD&A. We are planning a combined event to showcase the "Military and the Railroads", the anniversary of Lockett and an anniversary train to the Viaduct... and we need help. If you have military history interests and/or can work on this one, please contact Superintendent Borstadt at the above numbers right away.

La Mesa Depot

We now have openings and a need for additional volunteer staff at the La Mesa Depot on weekends. In addition to the general public hour coverage on Saturdays and Sundays, we are about ready to launch a pre-school and in-school program for young kids to get their first exposure to trains at the La Mesa Depot, and need help with this "Storyteller Caboose" effort. Please contact Depot Director **Joy Moorehead** (691-1901) and get involved if you have the time and/or if working with kids is rewarding for you.

SUPPORT YOUR LOCAL

RAILROAD

MUSEUM



It is with deepest regret that we announce the death of two of our members.

Harold (Hal) L. Crispell, a long-time member was the victim of a heart attack on May 13.

He was a frequent contributor to the Buy-A-Tie Program and other projects needing financial support.

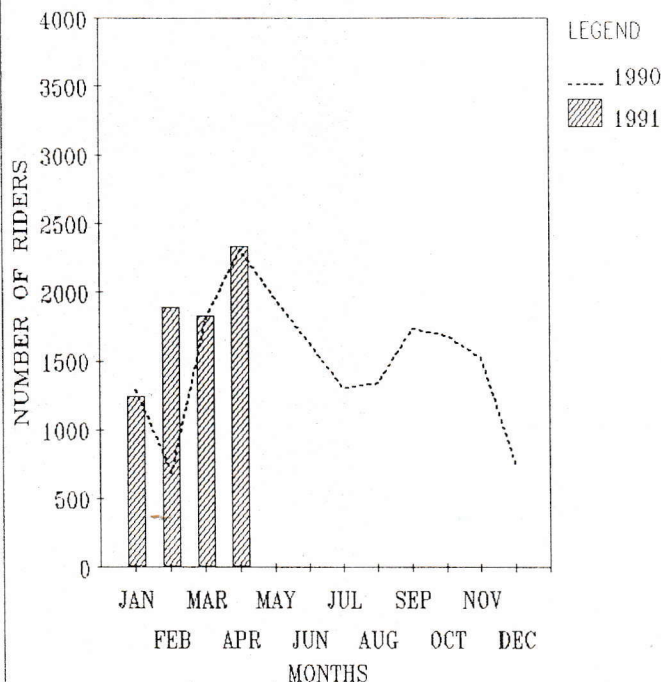
Hal was retired from the Navy Electronics Laboratory Center (now the Naval Ocean Systems Center) on Point Loma. He was an avid amateur radio operator and active volunteer with the American Radio Relay League, a national ham radio organization. His father was a life long professional railroader, which may explain Hal's love of trains.

And on June 21st, **Hazel Duling** passed away. She and her husband, Ed, were both Life Members and very active in many Museum projects. Both were also active members of the Antique Gas & Steam Museum in Vista, and the Lakeside Historical Society.

The Museum membership extends it's most heartfelt sympathy to both families.

SAN DIEGO RAILROAD MUSEUM SAN DIEGO & ARIZONA RAILWAY

CAMPO TO MILLER CREEK
Passenger Ridership for 1991



JACUMBA's SD&A CARS - A Continuing Saga

by William (Bill) Niedrich

The following information covers a portion of the history of the five wooden passenger car bodies located in the San Diego & Arizona Eastern Railway (SD&AE) yard at Jacumba, CA.

Of the fifty-four or more wooden passenger cars on the roster of the San Diego & Arizona Railway (predecessor to the SD&AE) during its operation between 1910 and 1932, only one car remains today. This is business car #050, the "Carriso Gorge", built in 1910 and in the possession of the San Diego Railroad Museum at Campo.

The only other wooden passenger cars known to exist are the five open platform coach bodies (without trucks) previously used as living quarters at Jacumba. Exhibit "A" lists data on each of these cars. It should be noted that they are all over 100 years old and that each body is different in appearance including the two built under the same purchase order.

In addition to the five coaches remaining at Jacumba, there were in the past two other open platform wooden passenger car bodies also used as buildings in the same railroad yard. To confirm that these two cars were not part of the existing group, the following is provided: One was temporarily the Jacumba Depot until the permanent building was completed. It remained for a time just east of the Jacumba Station on the same side of the tracks. When the Goat Canyon trestle was completed in 1932, in the Carrizo Gorge, a wooden passenger car body was placed on the old abandoned roadbed. The building may have been the former Jacumba Depot car moved eight miles north. It had disappeared by 1980. Another car body was located across the tracks and also east of the station. Old photographs show this car was much shorter in length than the five existing ones. It probably had originally come from one of SD&A's predecessors. This building was the living quarters for the engine watchman and his wife. Helper engines used up the mountain were based at Jacumba. As many as five steam locomotives were assigned there during World War II when the traffic was heavy. Engine crews stayed at the local hotel waiting call for duty. The car body was removed in the early 1950's at the end of steam service.

During the 1870's and '80's the Southern Pacific was engaged in building an extensive system of railroad lines throughout California and Arizona. Along with the construction, the SP placed orders with passenger car builders across the country for new rolling stock to service its network. The five Jacumba coaches were built for the railroad during this period. No doubt they went directly into main line revenue service.

Later, in the 1890's, the SP was acquiring more modern equipment for its operations. The new passenger cars were still wooden, however they were longer and heavier with increased seating capacity and improved accommodations. So the older and smaller cars like the Jacumba types were delegated to branch line or local service.

On April 1, 1885, the Central Pacific leased to the Southern Pacific its east San Francisco Bay local railroad system. These lines provided service within and between the cities of Oakland, Berkeley and Alameda in addition to connecting with the San Francisco ferry boats. The latter was made at the West Oakland and Alameda Piers.

Most of the East Bay local railroads were built by individuals during the 1860's and later acquired by the Central Pacific Railroad. Much of the original rolling stock was antiquated or worn out by the time the SP acquired the local system. SP subsequently embarked on a long term program of expansion and improvement. For replacement as well as additional passenger cars, the railroad used its own older equipment. The five coaches at Jacumba were included in the transfer for operation in the East Bay.

About the turn of the century, metal sliding platform gates were installed across the open ends of the cars. Their purpose was to prevent passengers from trying to board or leave the train while it was in motion. Brackets for these gates still remain on some of the coaches at Jacumba.

In 1911, the SP electrified the East Bay local lines and placed in service new steel interurban cars. Most of the wooden passenger cars went into storage at SP's West Oakland yards. See Exhibit "A" for the line each Jacumba coach was on at the end of steam service. By 1916, the San Diego & Arizona Railway Company was having financial problems due to the unexpected high cost of construction. It also had a requirement for additional passenger cars. The railroad had to find a bargain. On April 26th, the SD&A acquired from SP twenty of the old cars in storage at West Oakland. The equipment was sold at a very reasonable price as SP was by then purchasing new, steel, closed vestibule passenger cars.

On arrival in San Diego, the former SP cars were placed into service along with the SD&A's existing fleet. Some of this equipment was similar in design and appearance and just about as ancient. It is interesting to note that history was repeating itself; for within a short time more modern cars were again to take their place. January 1922 saw eleven steel closed vestibule coaches and combination baggage cars arrive from the SP. Thereafter, the old wooden open platform cars were to see little regular service on the main line or the Lakeside branch. For another decade or so, they were to be used as needed, i.e., transporting large crowds for the racing season at Aqua Caliente Race Track south of Tijuana. In 1932, SP acquired John D. Spreckels' share of the company and ended up again with some if not all 20 cars it had sold in 1916. This equipment was gradually disposed of one way or another with some going into Maintenance of Way service and others being converted into buildings along the railroad property.

During the SD&A era, the Jacumba section workers and their families lived in converted wooden box cars known as camp or outfit cars.

more next page

more Jacumba Cars

This equipment was spotted on a spur track in the yard. After the SP acquired the railroad, the new management converted five of the old wooden coaches into living quarters for the employees and their families. The Section Foreman, who had a large family, was assigned the first two car bodies closest to the station. The two former coaches were connected at their center by an enclosed hallway making a dwelling shaped like the letter "H". The other three living quarters were for the laborers. Use of any of the living quarters ended by 1982.

Since abandonment of the structures, there has been some vandalism and general deterioration due to lack of maintenance. **Fred Bennett**, Project Manager for the San Jose Trolley Corporation, and who is a nationally recognized authority on restoration of historic railroad and trolley cars, inspected the car bodies with the author in 1989. Knowing they were at least a hundred years old, he was amazed at how well they were preserved. He commented that similar equipment had disappeared from the east coast at least twenty-five years ago and these should be saved and preserved before they were lost forever due to fire or other destruction. Mr. Bennett at that time felt the coaches were excellent material for restoration.

It should be noted the five cars are not in similar physical condition. They vary for various reasons. SD&A coach #234 appears to be the worst of the lot. This is probably due to it being abandoned first by the railroad and it being furthest from the station for security. Coaches #232 & 247 each have structural damage due to cutting in the connecting hallway. Since #234 is similar in construction, timbers from this car could be used as replacement for those destroyed. Number 239, the oldest, has more dryrot than the others but otherwise is in fair shape. A test was made to raise the car off its foundation to check to see how sturdy the body was for transporting to a new home. It was found to be in excellent structural condition. Number 240, built by a different car manufacturer, is the only coach with an original partition separating the smoking/non-smoking sections; plus it has very unusual Victorian woodwork.

The longer the coaches remain as they are at Jacumba deterioration will continue to accelerate. Weathering is taking its toll on the outside of the car bodies as the protective paint wears away with age. However, due to the tin sheathing over the wooden roofs, the interior of the coaches are in surprisingly good condition. This is starting to change though as the glass is gone from the windows and the doors are missing, allowing the wind and rain to penetrate inside. At least some of the coaches are in better condition today than the body of the 1897 Sierra Railroad coach #3, when restored 20 years ago. This car body is similar to the Jacumba equipment and was acquired by the Pacific Coast Chapter of the Railway & Locomotive Historical Society, Inc. Bethlehem Shipyard in San Francisco restored the car to original operating condition for

the Chapter. It is now part of the collection of the California State Railroad Museum at Sacramento.

In conclusion, things are looking up for the old car bodies. In the summer of 1990, the Metropolitan Transit Development Board, who is the owner of the SD&AE, authorized the San Diego Railroad Museum to move the equipment to their Campo facility for preservation and security. As of this writing, work at Jacumba to remove the coaches has begun.

ACKNOWLEDGEMENTS

I am grateful to **Steve Perry** for providing information on each car during Southern Pacific ownership. And to **Richard E. Pennick** for his work in location and identification of numbering on the cars. Also, I wish to thank **Roy Barnes**, former SD&AE Section Foreman, and others, for sharing with me their memories.

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Our Gift to History, Locomotives and Cars, California State Railroad Museum, by Fred A. Stindt, Pacific Chapter of the Railway & Locomotive Historical Society, Inc.

Exhibit "A" next page

CARPOOLS NEEDED

There have been a number of instances in the past where attempts were made to form or encourage carpooling to Campo for members. It has usually been where anyone who needed a ride would show up at the La Mesa Depot Saturday or Sunday morning, and hope that someone would show up to provide the ride.

This has always had very limited effect on the need, resulting in a lot of potential help at Campo going unutilized.

Perhaps it might work a little better if those who go to Campo on a regular basis AND ARE WILLING TO TAKE OTHERS would let the Editor know, and a list of drivers and their phone numbers (and special trip schedules if applicable) could be published in each issue of our newsletter.

Granted, the newsletter only comes out bi-monthly, but if the list were made up of regulars and updated with each issue, it could work. This could work very well too for people coming from other directions, such as North County and Orange County areas.

If you are a regular worker at our Museum and have some extra passenger room, please consider this. The Museum is missing out on a lot of worker hours because some people just can't get their on their own.

EXHIBIT "A"

STATISTICAL DATA ON WOODEN CAR BODIES AT JACUMBA, 1990

INITIAL CALIF NO.	1891 CP/SP REVISED NO.	SD&A NO.
68	SP 1390	232
Coach built by Gilbert & Bush of Troy, NY, May 1882. Last SP service on Berkeley Local December 31, 1911. Sold to SD&A April 26, 1916 and resold to SD&AE October 24, 1932. Fifty-four feet over end sills, open platform, railroad type roof, all wood construction. Windows square at top.		
73	SP 1395	234
Coach built by Gilbert & Bush of Troy, NY, May 1882. Last SP service on Alameda Local June 1911. Sold to SD&A April 26, 1916 and resold to SD&AE October 24, 1932. Fifty-four feet over end sills, open platform, railroad type roof, all wood construction. Windows rounded at top.		
51	SP 1375	239
Coach built by Gilbert & Bush of Troy, NY, 1875. Last SP service on Alameda Local June 1911. Sold to SD&A April 26, 1916 and resold		

to SD&AE October 24, 1932. Fifty-four feet over end sills, open platform, railroad type roof, all wood construction. Windows square at top, inside sills rounded at top giving appearance of pane rounded.

195 SP 1418 240

Coach built by Barney & Smith of Dayton, Ohio, June 1889. Last SP service on Berkeley Local December 31, 1911. Sold to SD&A April 26, 1916 and resold to SD&AE October 24, 1932. Fifty-three feet over end sills, open platform, railroad type roof, all wood construction. Smoking section. Window w/upper and lower panes, square at top. Only lower pane opens.

INITIAL SP ARIZ NO.

87 SP 1698 247

Coach built by Gilbert & Bush of Troy, NY, March 1887. Last SP service on Alameda Local June 1911. Sold to SD&A April 26, 1916 and resold to SD&AE October 1932. Fifty-four feet over sills, open platform, railroad type roof, all wood construction. Windows rounded at top.

Note: All above cars have 18 single glass pane windows on each side. None on ends.



Arrival of Oakland Local at Fruitvale sometime after installation of sliding gates on the passenger cars. The coach in the rear may later have been sold to the SD&A. Photo from the Steve Perry Collection

Attention Model Railroaders

by Bill Schneider

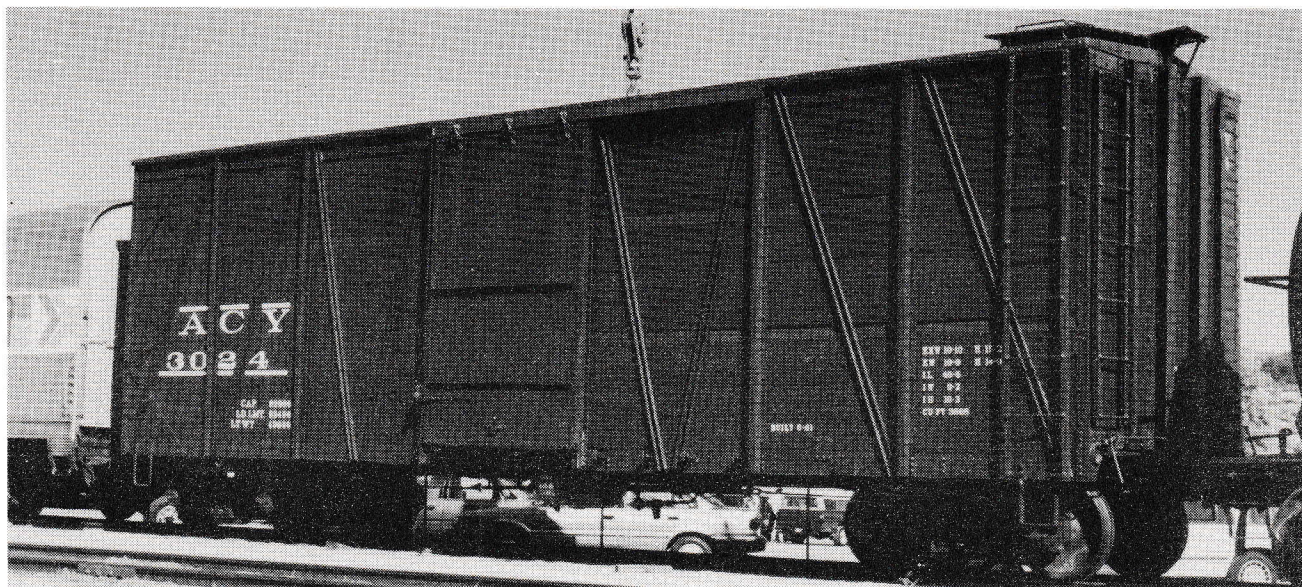
There's a great five-page article (beginning on page 85) on Mather boxcars in the February 1991 issue of Railroad Model Craftsman, a Carstens publication. And it features our own Akron, Canton & Youngstown Railroad #3024 as the subject of its HO-scale drawings! There are also six photos of Mather boxcars, one of them in color. Guess which one! Right, ACY #3024 again!

The classic outside-braced wooden car was built in June 1941, donated to our Museum in October 1969 by the North American Car Corporation as MCAX #3024, and was beautifully restored during the first six months of 1986 by our Restoration Department volunteer workers. Because of the outside bracing, it was one of their more difficult

jobs, although none are ever easy. But the results were fantastic! It's great to see this car featured in a national publication.

Author **Martin Lofton** wrote a well-researched story and took the color photo at Campo in May 1990. He had help in his research from museum member **Allen Copeland** of El Cajon, who is well-known all over the country among rail researchers for his excellent and in-depth work. Allen, who has written many articles of his own and is a major source of information on railroad equipment for many national publications as well as our Museum, drove out to Campo twice last summer in 120-degree heat just to take measurements and detail photos for the article. So you know the information is accurate.

If you're a model railroader and a Museum member, you should have this Museum car in your collection.



Built by Mather and leased to the Akron, Canton & Youngstown, ACT #3024 is a classic outside-braced wooden boxcar. Restored by the Museum back in early 1986, it still looks

terrific in this October 13, 1990 view at Campo. (The pulley is hanging from the hook of a crane parked off to one side on an adjacent track.)

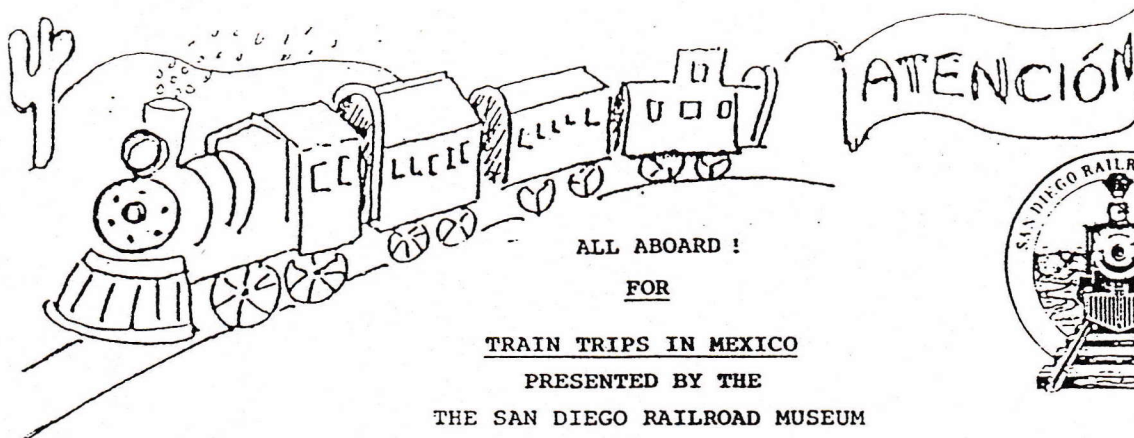
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EVERY YEAR THE RAILROAD MUSEUM OFFERS A SCHEDULE OF INTERESTING, ENTERTAINING AND EDUCATIONAL TRIPS BY TRAIN TO VARIOUS PARTS OF MEXICO AND BEYOND. WE USE PRIVATE CARS FOR MOST OF THE TRIPS, COUPLED TO THE REGULAR TRAINS OF THE NATIONAL RAILWAYS OF MEXICO. AT OTHER TIMES WE USE THE REGULAR COACHES OR PULLMANS OF THE NATIONAL RAILWAYS.

OUR TRIPS INCLUDE EXCURSIONS OF ONE DAY TO AS MANY AS 11 DAYS AND FOR OUR MORE AMBITIOUS INTERNATIONAL TRIPS, UP TO THREE WEEKS. OUR TRIPS ALWAYS INCLUDE ALL TRANSPORTATION, HOTELS, MOST EXTRA TOURS AND SOME MEALS. WE ALWAYS HAVE BI-LINGUAL GUIDES AND MAKE EVERY EFFORT TO INSURE A SAFE AND COMFORTABLE TRIP.

THE SCHEDULE FOR SOME OF OUR 1991/92 RAIL ADVENTURES ARE OUTLINED BELOW:

CAMPO - TECATE - JULY 13, 1991 AND JULY 20, 1991. ENJOY AN INTERNATIONAL TRAIN TRIP TO THE CHARMING MEXICAN TOWN OF TECATE JUST ACROSS THE BORDER. IN JULY TECATE WILL BE HAVING ITS ANNUAL FAIR WHICH OUR PASSENGERS WILL BE ABLE TO VISIT, ALONG WITH THE USUAL DINING, SHOPPING AND EXPLORING.

SAN JUAN CAPISTRANO DINNER TRAIN - AUGUST 16, 1991. NOT MEXICO, BUT A TOUCH OF FRANCE AS WE TRAVEL BY AMTRAK LATE IN THE DAY ABOARD OUR "ORIENT EXPRESS" COACH FOR A GALA EVENING IN THIS FAMOUS MISSION CITY. TRAIN TRIP, DINNER AND "ORIENT EXPRESS" ATMOSPHERE WILL MAKE THIS AN EVENING TO REMEMBER.

MYSTERY TRAIN - AUGUST 31, 1991. JOIN OUR CAST OF CHARACTERS AND HELP SOLVE THE MYSTERY OF THE "MURDER ON THE MILLER CREEK EXPRESS."

ONE-DAY TRIP TO PUERTO PENASCO, SONORA - NOVEMBER 2, 1991 AND APRIL 4, 1992. OUR MOST POPULAR AND ENDURING TRIP IS BY TRAIN FROM MEXICALI TO PUERTO PENASCO AND RETURN IN ONE DAY. CONNECTING BUS SERVICE FROM SAN DIEGO AND RETURN. WEEKEND PACKAGE AVAILABLE WHICH INCLUDES TRAIN, HOTEL IN MEXICALI AND SUNDAY BRUNCH.

COPPER CANYON - NOVEMBER 15 -25, 1991 AND APRIL 24 -MAY 4, 1992. THIS ADVENTURE INTO THE WILDS OF CHIHUAHUA IS WE THINK, THE BEST TRIP TO COPPER CANYON BEING OFFERED, BAR NONE. TRIP INCLUDES RAIL TRANSPORTATION TO CREEL, MOTOR COACH TO THE BOTTOM OF THE CANYON TO VISIT BATOPILAS, AN OLD MINING TOWN AND SATEVO, SITE OF THE "LOST CATHEDRAL," INDIAN VILLAGES, AND OF COURSE A RIDE ON THE FAMOUS CHIHUAHUA AL PACIFICO'S "RAILROAD TO THE SKY." ALL IN ALL A WONDERFUL TRIP.

MAYAN ADVENTURE, '92 - JANUARY 24, 1992 - FEBRUARY 2, 1992. OUR FIRST TRIP TO THE YUCATAN PENINSULA VIA PLANE, TRAIN AND CHARTERED BUS TO EXPLORE THE GREAT AND WONDROUS RUINS OF THE PRE-COLUMBIAN CIVILIZATIONS THAT POPULATED THE YUCATAN BEFORE THE ARRIVAL OF COLUMBUS. 1992 CELEBRATES 500 YEARS OF COLUMBUS' DISCOVERY OF THE AMERICAS AND WE THINK IT IS APPROPRIATE TO CELEBRATE THE OCCASION BY HAVING A LOOK AT WHAT COLUMBUS AND THOSE THAT FOLLOWED FOUND HERE IN THE "NEW WORLD."

AND CLOSE TO HOME, IF YOU LIKE TRAINS AND RAILROAD LORE, PLEASE VISIT OUR MUSEUM AT CAMPO. WE OFFER TWO TRAIN RIDES EACH SATURDAY AND SUNDAY, PLUS TOURS OF THE MUSEUM AND THE DEMONSTRATION TRAIN FACILITY.

FOR FURTHER INFORMATION, OR TO PUT YOUR NAME ON THE MAILING LIST, PLEASE CALL ANN MCVEAGH AT (619) 280-4525 OR THE MUSEUM OFFICE AT (619) 595-3030.