



JUL-AUG 1991

REPORT

NO. 230

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

BARNEY IS LEAVING SAN DIEGO AREA USAIR HAD A KEEP-YOUR-JOB CONTEST BARNEY WON (WE LOST)



For those of you who haven't heard, our Director of Museum Operations and Executive Director Emeritus **Barney Barnier** is leaving. It certainly isn't his idea - his former employer PSA sold out to USAIR, and USAIR is closing many of its facilities, including most of what has been in San Diego, and Barney basically has two choices; go to the east coast, or the nearest unemployment line. Barney likes us a lot, but not that much, so he will be moving east around the first of November.

A Farewell bash is being planned for him on Friday, October 4, 1991, in the Museum's new downtown office in the Santa Fe Depot. It is being hosted by the Museum's Facilities Department and will be from 7 to 9 PM. Refreshments will be served.

R.S.V.P. - MUSEUM OFFICE 595-3030

Albert B. "Barney" Barnier

FROM THE MUSEUM DIRECTOR

Kay Carter

WE NEED YOUR HELP!

Our new downtown office in the historic Santa Fe station at Kettner and Broadway needs your help. Volunteer positions are available for a member or members to provide office assistance on a part-time or full-time basis to our overworked office manager, **Bobbie Ringersma** (for personal reasons, our secretary, **Alba Bastida** had to leave the first of August).

Duties would be varied and might include answering telephones, fielding inquiries from the general public, addressing mailers, processing memberships, light computer/word processing, filing and other responsibilities as required.

Because of the on-going nature of work at the office, including intensive peaks just before excursions and other major activities, volunteers are requested to be conscientious and dependable. Computer and other training is available if needed. Retired members are especially welcome. In other words, if you talk and breathe, you'll do fine!

If you are interested in filling this extremely important and exciting function, please give Bobbie a call any weekday, 10:00 AM to 4:00 PM, at 595-3030. We look forward to hearing from you! It's a great way to learn the inner workings of your Museum.

MUSEUM DIRECTOR'S REPORT

About 150 people attended our Open House on Thursday, August 8th. General members, media and representatives from CCDC, MTDB, San Diego Trolley, Supervisor Susan Golding's office, CONVIS, La Mesa City Council, Convention Center, Councilman Ron Robert's office, Catellus Development Company, San Diego Model Railroad Museum, Las Patronas, Baja Secretary of Tourism, ten representatives from the Board of Trustees, and nine staff members, rubbed elbows and enjoyed the new offices, library, food and conversation centering around the Museum and its futures. The offices looked wonderful and I'd like to thank everyone who donated or loaned pictures and artifacts pertinent to our railroad. Contributions from the Board of Trustees underwrote the entire evening. Many thanks for their support.

As I'm sure you've heard by now, the Museum is losing an outstanding, hard-working volunteer in October. Director of Museum Operations, **Al "Barney" Barnier**, will be transferring to the east coast to continue work with US Air. He will be missed for the tireless hours he gave the Museum and I would publicly like to thank him for his continued support and enthusiasm. Special thanks to his family as well, for their understanding and patience. (Barney's involvement with the Museum frequently extended to 24 hours a day.) He was willing to take on the enormous task of Executive Director for two years and has earned his place as the San Diego Railroad Museum's volunteer of the year! We wish you well,

Barney, in your new location and extend our appreciation for all your hard work on behalf of our Museum.

A special send-off is planned at the office and we encourage everyone to attend. Details are outlined elsewhere in this issue.

UPDATE ON MEMBERSHIP

We are making an extensive effort to update our membership roster and "catch up" on renewals. Additionally, we would like to add as many new members to our Museum list as possible. **Let's make September a real membership campaign month!** You can greatly assist in this effort. Membership renewals were mailed at the end of July for the previous three months. If you have already mailed yours, thanks so much. The Museum appreciates your generous support and looks forward to utilizing your donation to further its goals and objectives for the year to come. If you received a renewal notice and have not responded as yet, please send it in today. We NEED you to continue to be a part of the dynamic effort to preserve the artifacts, traditions and lore of railroading for the education and enjoyment of generations to come. Your membership participation fulfills the role of caretaker/protector of this important heritage. Our current roster indicates a membership of approximately 1,400, and we sure don't want to lose you. Your support also underwrites this publication and enables you to stay current with the latest acquisitions, projects and trips, etc. Costs for the Report are about \$9.00 per person per year, so if at all possible, we hope you will consider upgrading your level of support.

We are also targeting new members and will be mailing invitations to join our organization for non-members who have over the past year supported the Museum in one form or another. Each of you can be a terrific spokesperson for this effort. Invite your friends to consider a membership in the San Diego Railroad Museum. If someone you know has joined us on a special excursion or a day at Campo, a personal follow-up might make the difference between new member and interested by-stander! Extra membership forms and list of membership benefits are available in the office, so please give us a call, 595-3030.

It's not too early to be thinking about Christmas and those special people on your gift list. A membership in the Museum is a great gift idea. Your thoughtfulness would last throughout the year with a subscription to the Report, discounted trips and free train passes. Think ahead and see if you don't have one or two railfans that would be delighted with such an on-going present!

Our goal for the year is \$35,000 in Museum memberships for 1991. To date we have received \$13,500. A breakdown for categories follows:

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Carter continued

Senior/Student	\$15.00
Individual	25.00
Family	35.00
Contributing	50.00
Supporting	75.00
Sustaining	150.00
Senior LIFE	300.00
LIFE	500.00
GOLD SPIKE LIFE	1,000.00 (current

Senior LIFE and LIFE can upgrade to Gold Spike LIFE for an additional \$500.00)

Let's set the goal of 50 more Senior/Student; 300 Individual; 100 Family; 25 Contributing; 10 Supporting; 5 Sustaining; and 2 LIFE members; and 2 Corporate sponsors at \$2,000 each, to meet the above projections. To make it even more doable, divide the goal over the next four months. Theoretically, we could have 1,000 existing members working towards a goal of approximately 125 new members or renewals per month. This will give us something to shoot for and I'll be giving you a progress update in the next Report. We will also be publishing a current list of members who have renewed since July 1991. Hope to see your name there.

"I HEARD IT AT CAMPO" DEPARTMENT

Over the next few months we will be working on an overall effort to improve communications within the Museum. We ask that you participate in this effort with any suggestions you might have to successfully implement this goal. Remember, Board meetings are open to the membership and take place at the San Diego Trust & Savings Bank on Broadway at 7:30 PM. Listed below are the dates of meetings for the remainder of 1991:

September 24, 1991
November 26, 1991



Bob Flint, Machine Shop Foreman for Fraser's Boiler Service in San Diego, prepares to remachine a portion of brake rigging, from ex-SP 4-6-0 #2353. Any member interested in joining this exciting project should contact "The Steam Team", in care of Robin Becker, at 943-7161. photo-r.dick

Board membership representatives are Corrine Gallagher and Larry Williams, but any Board member is available to discuss matters of Board policy. Most importantly, should you have a question about programs, issues or matters of general interest, please do not hesitate to call me at the office. I'll do my best to answer your questions or find someone who can.

At the July Board meeting, an ad hoc committee was formed to address concerns presented at the meeting. The Committee is chaired by Board Vice-President Wally Barber and will be making an update report at the next Board meeting. Issues such as tax exemption status and property taxes have been reviewed and the Museum remains in good standing.

BOARD/STAFF RETREAT

A Board of Trustees/Museum Staff Retreat has been scheduled for September 13, 14 and 15. Strategic planner Ray Crapo will be participating with this group to bring all plans for the Museum together in a cohesive document. To date, much work has gone into a draft plan that will be discussed at that time. Mr. Crapo has been a frequent contributor to Locomotive and Railway Preservation Magazine and comes to us with an extensive background in railroad museum management. His experiences extend to other museums around the country and should provide a good perspective on our goals and direction for the future. We are looking forward to a productive, successful weekend session. Underwriting is being sought from US Air to provide Mr. Crapo's transportation. If you are able to assist in this effort, please call the office.

VOLUNTEERS OF THE MONTH

July's special recognition goes to a "gentleman who drives all the way down from Los Angeles to help out at Campo, and even recruited his wife to help (or did she recruit him?)" TONY NEECE is our super volunteer for July. "He was also an extra big help during wild west days, and we were glad to have him. Thanks, Tony!"

And for August, Barney said, [it] "was an easy choice considering the tremendous amount of work done by Steve Wade in the wood shop. Steve has been coming to Campo several times a week, and it shows! Thank you for going the 'Extra Mile', and congratulations."

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

EXCURSION FIESTA

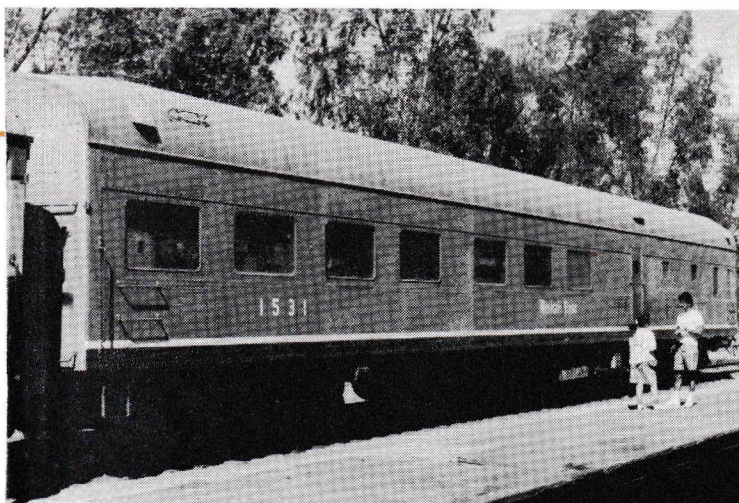
by Ann McVeagh

It's Fiesta Time for you and your Excursion Committee. Be sure and save September 28th for a wonderful Mexican Fiesta and carne asada dinner. There will be music, entertainment, special events, door prizes and great food and drink. ALL proceeds go to the refurbishment of the Mexicali cars: The Mexicali Rose, the Maria Elena, and the Spanish Eyes (the latter is in the process of being acquired thru a generous donation). For a description, history and a list of work needed on these cars, see below.

The FIESTA will be held from 3 to 7 PM at the country hacienda of Rita and Joel Cloud near Alpine. A beautiful setting for a beautiful party and a wonderful opportunity to help put this unique trio of cars back on the road. Cost is \$30. Invitations will be in the mail soon. Watch for yours!!!

There will be a special raffle for two tickets on the Copper Canyon trip - \$10 each, available at the Fiesta, Campo, La Mesa Depot, and the Main Office.

So, dust off that sombrero, polish up the old huaraches and join us for a Fiesta! Muy Buena.



#1531 Mexicali Rose Club Car

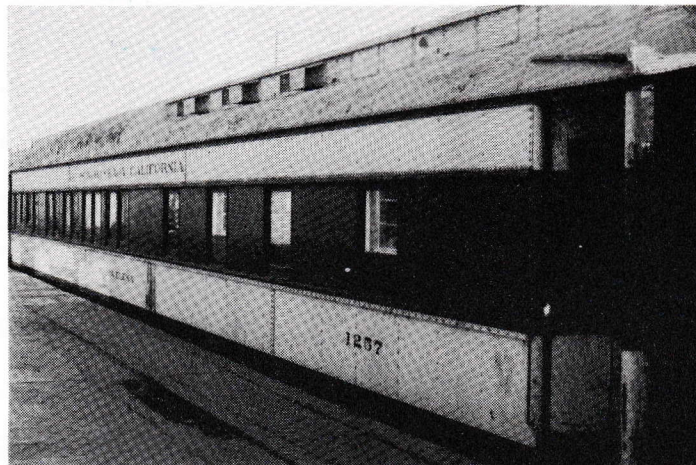
Lettered in a unique style, Mexicali Rose has no vestibules and usually can be entered only from other cars through its end doors.

Built by the Pullman Co., Pullman, IL., 1925.

A 180,000 lb (90 ton) heavyweight with six-wheel trucks, this car was built as a full-length Club Car for the Union Pacific Railroad and numbered UP #1531. Because it has no vestibules it's referred to as a "mid-train" car, although it can be positioned anywhere on the train. Painted Pullman green, #1531 originally had a rearward facing window on each side of the diaphragm at one end, creating a sun parlor-type observation lounge, and ceiling fans, clerestory

ventilation, and rattan furniture. It had two parlor lounges and probably a soda fountain during the Prohibition years, converted into a bar after prohibition ended in 1933.

Minimum reconditioning needed: Some mechanical, window panes, new paint in and out, new carpet, general servicing (and new batteries would be nice).



#1257 Maria Elena Sleeping Car

This classic "8-1-2" car is tri-national, having operated on railroads in the US, Canada and Mexico.

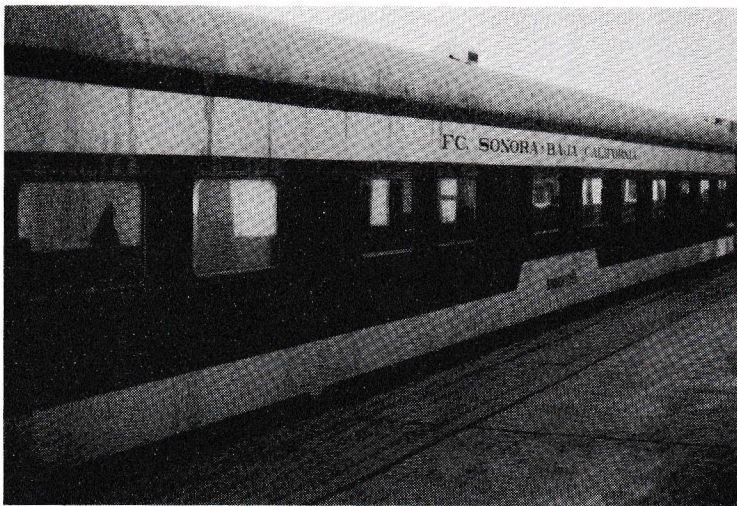
Built by the Pullman Co., Pullman, IL., 1928.

Built to Plan 3979A, Lot 6205, Diagram 25, this car has 8 sections with seats that convert into lower berths, and swing-down upper berths; 1 drawing room with two berths and couch; and 2 compartments with two berths each. It is 83' long, weighs 160,000 lbs. (80 tons) was originally Pullman green with MB air-conditioning, and has a 32-volt electrical system and UCB six-wheel trucks.

Both mechanical refurbishing and interior refinishing is required to get this car on the road again. Major mechanical on the underpinnings, interior and exterior, paint, carpeting, window work and curtains, plus repair of plumbing damage by vandals. New bedding is also needed.



more next page



FSBC Spanish Eyes Sleeping Car

An all-room "14-4" sleeper from mid-America, this modern car was later remodeled for private-owner use on excursions in Mexico, where it has been used for many years.

Built by the Pullman Co., Pullman, IL., late 1940s.

Spanish Eyes was built to Pullman's Plan 4153, Lot 6795, according to information found in its electrical locker. It originally had 14 roomettes and 4 double bedrooms, has only one vestibule, and a modern, streamlined-style rounded roof.

In good shape, generally - needs minor mechanical work and servicing, exterior paint and some interior paint work; needs batteries and some new mattresses and bedding. Needs a good cleaning and carpet in the lounge.

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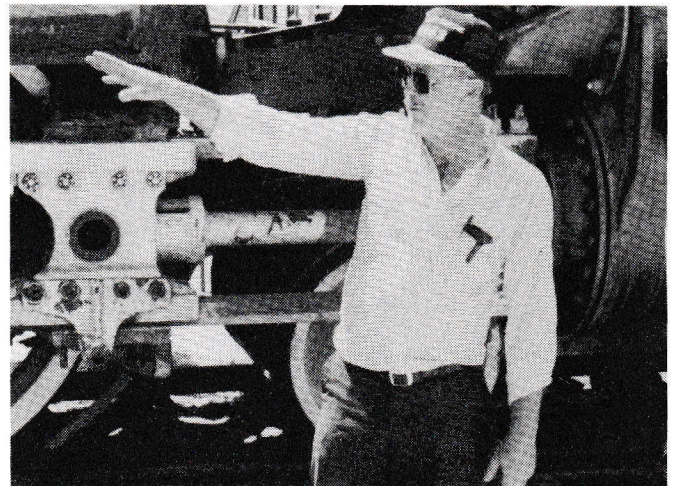
AND MORE EXCURSION STUFF

Other news - and thanks: Mil Gracias to the following excursion staffers who did a great job on the two recent Tecate trips: Mary Toomey, Sue Randerson, Gillian Lancaster, Diane Schaefer, Mike Beisner, Belinda Lundquist, Sally Anderson, Corrine Gallagher, Norma Cordova, Garry Baker, Katie Walker and Gretchen Friedlan. Ann McVeagh had a ball staffing the Tecate Depot both days. A great time was had by passengers and staff alike.

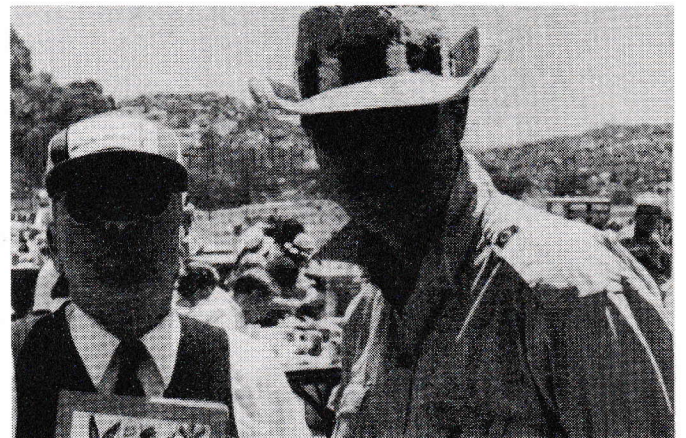
Future trips on the calendar include the September Sojourn to Tecate, Puerto Penasco 1-day, Copper Canyon (flyers included in this issue of the Report) and our Mayan Adventure to the Yucatan January 24 - February 2, 1992. All Aboard for great rail adventures. See you at the Depot!



MOMENT OF LEVITY, as Ray Lethbridge and Norm Hill smile for the camera while removing old paint from wood refrigerator car FGEX #56415.



STEAM TEAM member Bob Nickles explains how locomotive SP #2353 will work after current restoration work is completed in a few more years. Team members did a great job of educating the public on this project during the June 15th Open House.



WHO ARE THESE GUYS, and why are they dressed like that? Well, it was "Hobo/Barbecue Day" at Campo and Rene' Scheuerman and Charles Alban were on hand to greet our visitors and answer questions.

RESTORATION NEWS

by Ted Kornweibel

After more years than I can count, **Norm Hill** has vacated the righthand seat and passed the Restoration Superintendency to me. I'm just getting used to my hand on the throttle and appreciating the tremendous legacy of Norm and other pioneer restoration leaders - legends like **Larry Rose** and **Dick McIntyre**.

I don't plan on any dramatic changes. My main goal is to return the joy to restoration. If it isn't fun, folks won't work for the wages we pay. We've got a lot of projects going, although we're going to focus on a limited number so that we can finish some that are near completion and then dig into a major one, the Santa Fe RPO car.

You all know how hot it gets at Campo in the summer, but this hasn't deterred volunteers from working on nine - count 'em - NINE cars. First, however, a big thank to **Tom Travis** for more big bucks in the bank for eventual restoration of wood SP caboose #644.

Sometimes restoration can't be done until we make room or get the tools ready. The RPO car has to get into the car barn before winter ruins its wonderful interior, so herculean effort has gone into making track #2 available. Our Canadian snowbird **Ross Robinson** sprang for plywood shelving and floors in the PFE reefer which now houses many of the spare parts from the Fairbanks-Morse switcher which were formerly on the flatcar in the car barn on track #2. Others helped build the shelves and I apologize for not recording their names. Those helping sort and store parts included **Charles Alban**, **Norm Hill**, **Jim Lundquist** and **Bob Haney**.

All that remains on the flatcar are the massive FM generator and several other heavy parts, now protected by three fine sheds built right on the car's decking, thanks to the leadership of **Steve Wade** and the labors of **Charles Alban**, **Frank Stites**, **Norm Hill**, **Duane Leal**, **Jim Hamill**, and **Ted Kornweibel**. Forklift work was performed by **Barney Barnier** and **Jack O'Lexey**. **Steve**, **Charles** and **Norm** also did a lot of cleanup in the car barn. We look forward to the day (soon?) when that car vacates its spot. The Mechanical Department troops have vowed to repair the RPO's trucks so the car can be re-railed and moved into the car barn. Thanks in advance, guys.

We can now do professional restoration on wooden equipment thanks to the great shop created by **Steve Wade** with assistance from **Charles Alban**. Meanwhile on the other side of the building **Bob Haney** funded and repaired the shear while **Norm Hill** was cleaning out the bunk room and making six runs to the dump. When the going gets tough the tough get shoveling!!!

Now for rolling stock restoration. While between jobs, **Norm Hill** cleaned, painted and installed numerous appliances and pieces of hardware in SP caboose #1058 at the La Mesa Depot. He also repainted the entire end of the car that suffered fire damage. Plus he got a donation of a conductor's chair which has now been refinished and installed. What a way to solve the unemployment blues!

Norm also organized the transformation of Santa Fe caboose #999371. **Freedom Ranchers Sevie Allen**, **Scott Carmichael**, **Richard Crooks**, **Joey Crowell**, **Tom Denton**, **Lew Edward**, and **Dan O'Curran** scrubbed the exterior so well it looks like new paint. When it gets its Mop 'n Glow treatment it'll shine all the way to Cameron Corners. **Carl Fritzgef**, **Dick McIntyre** and **Bob Haney** also did metal repairs. One day soon this shack will bring up the rear markers on one of our trains.

Speaking of caboose, work has continued on UP #25247. **Dick McIntyre**, **Frank Stites** and **Ted Kornweibel** did metal work to reinstall the cupola seats. **Dick** also straightened some of the bent steps and **Ted** spackled holes and dings throughout the interior. Meanwhile Museum Prez **Dan Marnell** continues to collect appliances and hardware for SP #1061, including a brass fire extinguisher, installing them all himself. **Dan** is a great example of a working board member.

Three other cars continue to get restoration from some veteran Museum grunts whose combined ages exceeds a bicentennial. Air Force hospital car #350 continues to receive metal window repairs funded and performed by **Paul Bortell** with assistance from **Jim Hamill** and **Dick McIntyre**. **Paul** and **Jim** are also working on SD&A coach #250's seats and windows, **Bob Haney** assisting. Finally, **Dick**, **Bob**, **Steve Wade**, **Frank Stites** and **Ted Kornweibel** have logged hours on the AT&SF RPO car, with **Norm Hill** doing some cleanup. Fortunately the hog law doesn't apply to **McIntyre**.

Now for the fall months: Our priorities are to paint the exterior of wood reefer FGEX #56415, paint the interior and exterior of the UP caboose so it can go on line, and move the RPO car into the car barn to begin serious restoration. Help on reassembling the latter's trucks will be greatly appreciated by the Mechanical Department's forces. And although cooler weather is a little way off yet, all are still most welcome to join us any Saturday and be part of finishing the two nearly-completed cars. The only requirements are to have fun and speak no evil of other Museum members. Let's highball!!!

ELECTRICIAN NEEDED

The Museum is in need of a member with skill in code electrical work, to complete the 3-phase wiring for the machine shop at Campo.

Some of the initial layout work has already been completed, but additional conduit needs to be placed and conductors installed.

Members interested in helping with this very important project should contact **Mark Wheatbread** (693-0926) after 4 PM. If Mark is not in, please leave a number where you can be reached.

WHITCOMB SIDERODDER

Our NUMBERLESS Center Cab

by Bill Schneider



The Museum's only Whitcomb locomotive, centercab and numberless AGREX INC., taken in the Museum yards in 1990. Note the unusual headlights and end grilles. photo-b.schneider

One of the more intriguing locomotives in our yard at Campo is a white 45-ton diesel-electric siderod centercab switcher with brown lettering, the name AGREX INC. on its sides, and no number.

It's unusual in other aspects too: It has 1940's automobile-style end grilles, is our Museum's only all-Whitcomb product, and spent its entire working life in Southern California. It also has two small headlights on each hood (which may have been added in later years) instead of the usual one large headlight per hood.

Our numberless centercab was built to a World War II U.S. Navy specification at the Whitcomb Locomotive Works in Rochelle, Illinois, as builder's #60649. Completed in September 1945, it was one of about 70 Class 45 DE-27b Whitcomb diesel-electrics. Because its designated weight was 90,000 lbs (45 tons) it required a two-man crew on Class I railroads under the "90,000-pound rule" of 1937, which industrial railroads (including military) were exempt from and is therefore classed as an Industrial switcher. Its actual weight might vary, and several locomotives weighing 50 tons were in fact built to the same specification!

Power is provided by two Cummins HBI 600 diesel engines of 150 HP each at 1,800 rpm, for a 300 HP total. It has Westinghouse traction motors on two of its four axles, with siderods connecting the powered axles to the unmotored ones. Its generators are also from Westinghouse, which provided the electrical equipment for most Whitcomb locomotives. It reportedly has a 22:1 gear ratio and top speed of 20.5 mph., has 33" wheel diameters, and is approximately 26'10"

long, 9'0" wide, and 11'6" high, slightly smaller than our 45-ton GE siderod centercab, ex-Army #7485.

The switcher was delivered new to the U.S. Naval Ammunition & Net Depot (later U.S. Naval Weapons Station) at Seal Beach, CA in 1945. Its initial service number is unknown to the Museum, but in 1949 it was assigned the number USN #65-00316, still at Seal Beach in Northern Orange County.

After 18 years of Navy service, USN #65-00316 was sold in 1963 to a used locomotive dealer, and stored at the old Pacific Electric Railway's 8th Street yard in Los Angeles, CA for four years. No number was ever assigned to it after it was sold by the Navy.

In 1967 the Industrial switcher was sold to Koppel Bulk Terminals, a bulk-loading firm in Long Beach, CA. Koppel was later taken over by AGREX, Inc., a bulk-loading agricultural export firm. It was repainted white with brown lettering and logo (but no number!), yellow handrails and endplates, and black decking and underframe. It was used to switch grain cars in the docks area of Long Beach.

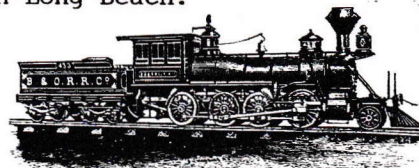
A number of years later, AGREX, Inc. went out of business, and the AGREX diesel-electric was abandoned, subsequently being acquired by the Port of Long Beach. In early 1988 it was donated to the PSRMA by the Port of Long Beach, with the Museum's then-Executive Director Jim Lundquist handling most of the arrangements. It was shipped to the Museum at Campo on a flatbed truck in June, 1988.

Our AGREX centercab siderodder is currently on display in our yard at Campo while awaiting full repairs and restoration, which will be made as time and funds permit. It will then be repainted in either a U.S. Navy scheme, or for our SD&A demonstration railroad, and relettered. It will also be assigned a number, possibly its original Navy number (if that can be determined) or perhaps #316, the last three digits of its second Navy (and only known) number.

Won't it be great to see it with #7485 as an Army/Navy team of two 45-ton siderod, centercab Industrial switchers with identical Cummins HBI 600 powerplants working together in our yards? All that's needed to put our only Whitcomb into service is people-time and money! **Volunteers wanted!** Apply any weekend at Campo.

* * * * *

Acknowledgement and thanks for the information used in this story is given to Museum member and rail researcher/historian P. Allen Copeland of El Cajon, who often saw this little switcher in the 1960s, when he lived in Long Beach.



Retired Railroad Engineer, long-time Museum member, and now the newest semi-bionic man **Gaylen Dyreng** is recovering from a successful hip joint transplant. The surgery was performed at Veteran's Hospital in mid-August, and after about ten days of gripping at doctors and flirting with the nurses, they kicked him out to continue his recovery at home. Visitors, cards, phone calls, flowers, candy, all are welcome (sorry Gayle, **Don Getz** told me to say that).

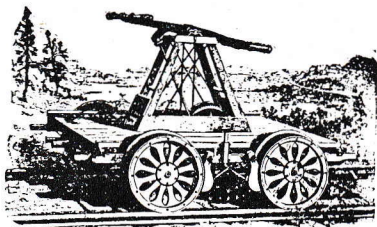
REPORT ARTICLE SUBMISSION POLICY

In the future, it is going to be policy to ask that all submissions of articles of a news or announcement nature, be channelled through the appropriate Department Head or project leader. Group leaders do not have to write the articles or even edit them. Their initials to indicate that the submission has been reviewed and is OK to print is all that is needed. My wife will make sure everything is spelded korectly.

There have been several instances in the past where something was written without this kind of review and the membership either received incorrect information that got into print, or missed something that should have been printed, but wasn't.

As an example, for the last issue, three different writers sent me articles on the five car bodies at Jacumba, and in an attempt to keep the size of the newsletter small, and with the help of our old buddy Murphy, I apparently selected the wrong one. The article, by **Bill Niedrich**, was excellent, but in this case, one of the other articles contained some time-critical information that did not get printed. The review of all three submissions by the project leader would have put all of the important AND interesting information in a single article.

If you are planning to write about an ongoing project of interest, please coordinate your efforts with whomever is the manager of that project. If two or more of you want to write an article on the same topic, a single effort with everyone's input will almost always be more informative and enjoyable for members. And a by-line can have two or more names just as easily as one. -editor



PILL-BOX HAT FOR SALE

Brand-new trainman/conductor's hat, never been worn, size 7-1/4. \$25/obo. Contact Harry at 465-7261.

"MOUNTAIN MAN" Revisits Museum



photo-Bill Schneider

LIFE MEMBER **Walt Hayward**, our General Superintendent in the 1960s, visited the Museum May 25th on "Campo Days". His former Lakeside home sheltered a lot of Museum equipment in the past. A historical preservationist, Walt's card below says it all. photo-b.schneider

Walter L. Hayward M.A.A.

Master Antiquarian Artizan

P.O. Box 12 • Kanarrville, Utah 84742

Member:

American Mountain Men • Museum of the Fur Trade
• Pacific Southwest Railway Museum Association
• Medieval Academy of America • Renaissance Society of America • National Trust for Historical Preservation • Society for Creative Anachronism

INTERPRETATION DEPARTMENT

by Rich Borstadt
Interpretation Superintendent

Live Interpretation

It is shaping up to be a busy fall for the Museum. Live interpretation efforts will pick up again with cooler weather at Campo and the fall slate of special excursions. See the calendar at the end of this article and the flyers included with this report for specific information. In addition, the Excursion Unit of the Museum is having a fundraiser on September 28 to secure funds necessary for proper refurbishment of our passenger equipment maintained in Mexicali for the special trips out of there. See the special article elsewhere in this issue. We hope everyone who can will make it to this event to help get these cars back in first class condition.

That September 28 Saturday is full of opportunity for participation by museum members. The Squibob Chapter of E CLAMPUS VITUS, a fraternal organization whose mission in life is the construction of monuments to commemorate historical events of moment, has planned a "Clampout" at Campo September 28. The occasion is construction and dedication of a stone monument at Campo Depot to mark the 75th anniversary of the coming of the rails to that community. The dedication ceremony will be between trains that Saturday afternoon. The quarterly Interpretation Department Campo field trip is also that day and is scheduled to consist of a tour of the old feldspar mill, now the shops of the truck and bus transportation museum.

The 75th anniversary of Campo rail service continues into October in combination with the 50th anniversary of Camp Lockett. The paths of that last horseback cavalry post of the U.S. Army will once again be walked by those who were stationed there. The Mountain Empire Historical Society/Stone Store Museum is hosting a military reunion. And the San Diego Railroad Museum is running a special excursion train to the Campo Creek Viaduct which began construction 75 years ago soon after the railhead reached Campo in 1916. More information is to be found elsewhere in this issue of the Report. If you would like to help plan and/or staff this event, please contact the Interpretation Superintendent immediately. We need your assistance to make this memorable.

Now that the Santa Maria Valley rail bus has been restored, we need to decide how best to interpret it to the public. If you have some ideas bring them to the Interpretation Department meeting the last Friday of the month (September 27) or call the Superintendent (447-3297). Keep these factors in mind: protection of the restored vehicle, limited mechanical exercise to keep it in good running condition, track access, its unique ability to be turned around on its internal jack and turntable, maximum story

value to the public and how that story ties into the larger story the Museum is charged with telling.

That larger story, the overall Interpretation Plan aspect of the Museum's comprehensive planning, continues to be formally drafted. If you have feelings as to just what that story (and specific sub stories) should be and how it is to be told, get involved. We must get our stories straight, because everything else in the Museum (acquisitions, facilities development, restoration priorities, exhibits, publications, educational events, etc.) grows out of the agreed upon story structure.

Research

The Jacumba passenger car body feasibility study has been completed. Final publication is being prepared and should be available shortly after you read this.

A Desert Line Archeological Field Survey will be covering the stretch below the Carriso Gorge this fall (October 26) from Coyote Wells to Dos Cabezas. One of its tasks is to determine condition of the concrete cylindrical phone booth near Coyote Wells and its suitability as part of an exhibit at Campo on railroad communication. Trainman/Guide Mike Boerner is assisting in putting this field party together. There is an intown training class in preparation for the fieldwork on Wednesday evening, October 16, at the Museum Library in the Santa Fe Station. If you would like to join that field team, contact Bruce Semelsberger (264-7282) or the Superintendent.

Library

Construction is nearing completion on the inner walls and office for the new library facility in the baggage/freight building at the Santa Fe Depot. Soon after, the library will once again be a fully functional research facility. Meanwhile, Director of Libraries Roy Pickering, Director of Research, Bruce Semelsberger and the cadre of hardworking volunteers who assist them continue to unpack the collections and reorder them on the shelves.

La Mesa Depot

It is with great regret we announce the departure of La Mesa Depot Director Joy Moorehead. She and husband Larry, an active individual in the Department and in the Steam Department, have moved to Reno, Nevada, following health problems for her and elimination of his department at the company for which he worked. We will miss their energy and expertise at the Depot and on our SD&A Tecate excursion trains where they very

more next page

Interpretation continued

capably managed the vending aspect of the events. Because of their particular interest in the Virginia & Truckee, we know they will enjoy living in the Reno area. Museum member **Lori Jones** is handling sale of their house for them and will be leaving museum ranks because of health problems, as well. The loss of all three will be strongly felt.

Until a new La Mesa Depot Director can be identified and appointed, all business and queries regarding the Depot and its docent schedule should be directed to Superintendent Borstadt. Member **Duane Dubke** has recently moved to a new home near the Depot and has consented to keep a maintenance and security eye on the facility.

There are openings for two more regular schedule staffers to act as Station Agent/Hosts at the Depot on Sunday afternoons. Contact the Museum office or Superintendent if you are interested or know of someone who is.

Norm Hill is putting finishing touches on the La Mesa Caboose interior restoration. Interpretive signage will be prepared shortly. When complete, we are still in need of someone to assume leadership for development of the intended children's storytelling programs in it. Get in touch if this is an area that would appeal to you.

Exhibits Lab

Small Collections continue to grow as new donations come in and as older acquisitions find their way into the Campo facility from the assorted garages and attics that have kept them safe during times of transition for the Museum. One of the latest jewels is a spike puller of the old two-piece type, hardened steel foot pinned to a separate handle/pry-bar. Circumstantial evidence indicates it may have seen use on the Coronado branch early in the century. If you have material in safekeeping for the Museum, or of your own that would be suitable and you would be willing to donate to the Museum, please contact the Museum office (595-3030) or the Interpretation Superintendent.

Interpretation Training

New and Newly Active MEMBER ORIENTATION Wed., Sept. 18, 7:30 p.m. Basic information for new members and those becoming active in Museum programs and Departments. Instructor: **Dick Pennick** (463-2276) at 2552 Deerpark Street

Trainman/Guide Training Course (Required Core) Thur., Sept. 19, 7:00 p.m. THE MUSEUM INTERPRETATION & RESTORATION MISSION Instructors: **Rich Borstadt** and **Ted Kornweibel**, new Restoration Superintendent. Good enrichment session for any member, even if not enrolled in the Trainman/Guide Course. Museum Offices, 1050 Kettner Blvd.

Trainman/Guide Training Course (Elective) Wed., Oct. 16, 7:00 p.m. INDUSTRIAL ARCHEOLOGY FIELD TECHNIQUE A background session in preparation for Saturday, October 26 Field Survey of the Desert Line below Carriso Gorge. All expecting to go with that field crew should try to attend. Museum Offices, 1050 Kettner Blvd.

Trainman/Guide Training Course (Required Core) Sat., Nov. 2, 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

Fall Events

September 20- PSRMA Quarterly Meeting, **Mike Martin** of Santa Fe on yard changes in San Diego. SDG&E Auditorium 7:00 p.m.

September 21- Tecate One-Day Excursion

September 28- Plaque Dedication 75th Anniversary Campo Rail Service and Interpretation Department Quarterly Field Trip to explore the feldspar mill and Truck/Bus Museum restoration shop. Mexico Excursion Car Refurbishment Fundraiser Fiesta

October 12- Campo Creek Viaduct Excursion for Campo Rail 75th and Camp Lockett 50th Anniversaries (Cavalry Reunion Special)

October 26- Desert Line Archeological Field Survey

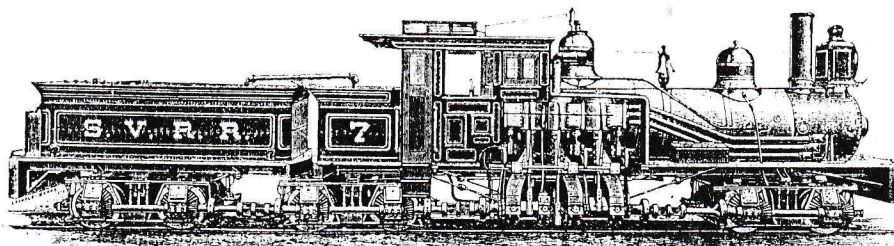
November 2- Puerto Penasco Excursion

November 15- Copper Canyon Excursion

Fourth Quarterly Meeting

November 30- Tecate and Redondo Loop Excursion

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BILL SCHNEIDER'S PHOTO PAGE



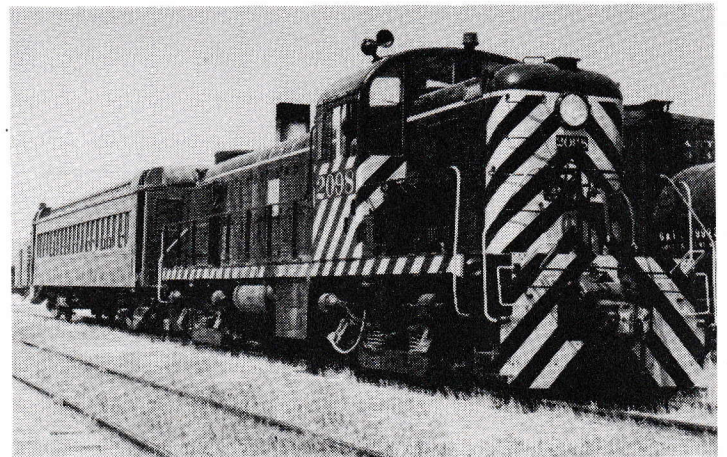
Some of the colorfully-costumed folks at the "Hobo/Barbecue Day" feast in the restoration area at Campo June 15th. Yep, they even had a few off-train gunfights.



STEAM TEAM members Bob Nickles, Larry Williams, and Richard Dick on duty at the Museum's Open House on June 15th, where they explained how SP #2353 is being restored.



TRAIN CREWMEN B.V. Parks, "Chop" Kerr and Al Keevil break for lunch on June 15th when we ran four trains for "Hobo/Barbecue Day" (No, we didn't barbecue hoboes).



SHUTTLE TRAIN: ALCo RS-2 #2098 in its Santa Fe colors pushes SD&A coach #251 near the Campo Depot on one of its many shuttle trips between Campo and our car barn/restoration area during "Campo Days" on May 25th.



RAILFAN QUIZ:

SOMETHING'S WRONG with this Museum hopper, acquired in 1984 and restored in 1987. It's easily overlooked, although it is very obvious! If you spot it, send a note to Bill Schneider, 10215 Stone Point Lane, Spring Valley CA 91977-6538, to be mentioned in "dispatches" in the next 'Report'. WHY WASN'T IT NOTICED BEFORE? (We're not very observant!)



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THIS ALSO IS VARNISH! Santa Maria Valley Railbus #9 clearly shows the attention to detail of its restoration crew, even on its inside roof. It was completely rebuilt in 1990 and finished in 1991, primarily by

Charles Alban and Harry Hurry, and displayed with great pride at 'RailFair '91' at the CSRM in Sacramento earlier this year, and more recently at our Museum's open house in the Santa Fe Depot. photo-b.schneider

SAN DIEGO RAILROAD MUSEUM

4695 Nebo Drive
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