

SEP-OCT 1991

REPORT

NO. 231

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

WORK DAY AT CAMPO - RAIL RAISIN' II

FALL IS FINALLY UPON US - WITH COOL WEATHER
AND BEAUTIFUL SUNNY DAYS AT CAMPO.

WHAT BETTER TIME TO GET TOGETHER FOR A PARTY IN THE
EAST COUNTY BACK COUNTRY AS WELL AS TARGET MAJOR PROJECTS
THAT NEED SOME ADDITIONAL MUSCLE TO COMPLETE!

DETAILS ARE LISTED BELOW - NO EXPERIENCE NECESSARY - EVERYONE WELCOME!

DATE: November 16, 1991
TIME: 9 AM to Sundown
PARTYSITE: Campo, California
THOSE INVITED: Jacks of All Trades and Their Many Friends

ENTERTAINMENT LIST

1. RESTORATION PARTY TO "ATTACK" THE TRUCKS ON THE RPO CAR
2. CAR BARN HOEDOWN TO COMPLETE INSTALLATION
OF SIDING ON THE BUILDING
3. HEALTH CLUB EXERCISE PROGRAM TO COMPLETE WEED CLEARING
FROM THE DEPOT TO HIGHWAY 94
4. EXCLUSIVE HOME TOUR OF CARETAKER TRAILER
TO SPRUCE UP GROUNDS AND INTERIOR

GOURMET MEALS INCLUDED

THE STEAM TEAM IS HOSTING A BREAKFAST AT 8 AM
LUNCH WILL BE PROVIDED, PROVIDED YOU WORK!

ENTRANCE FEES: **FREE**!

RESERVATIONS ARE BEING ACCEPTED IN THE OFFICE, SO CALL BOBBIE
AT 595-3030 RIGHT AWAY FOR THIS TERRIFIC, PRESTIGIOUS, FUN-FILLED
OPPORTUNITY YOU WON'T WANT TO MISS. HOPE TO SEE YOU THERE!

MUSEUM DIRECTOR'S REPORT - by Kay Carter

UNSUNG HEROES DEPARTMENT: This probably falls into the category that "good things happen to the squeaky wheel", in this case, **Bobbie** "I'm always calm" **Ringersma**. After much lamenting about our malfunctioning computer, **Bill Donovan**, Acting Steam Superintendent, generously donated some very capable talent and materials to have it repaired. Thanks so much, Bill, for your assistance.

My personal thanks to all of the members who are working so hard in **all areas** of Museum development on projects that are not as visible as, say a major restoration project, but just as critical. Repairing track, pulling weeds, cleaning up the Car Barn and grounds, and re-organizing the Gift Shop are plain hard work, but members have put countless hours of labor into successfully accomplishing these tasks. Those members who have pitched in to clean up the Car Barn - **Norm Hill, Steve Wade,** and **Charles Alban; Duane Lean**, who many times single-handedly continues to put in time on track repair; **Dick McIntyre**, who worked a miracle with much needed pedestal liner parts; **Ed Duling**, who has devoted time and money to irrigation installation; **Bill Niedrich**, for faithfully making the many trips necessary to secure the newly acquired pieces of equipment from GSA and then making all the required paperwork look easy; **Jeannie** and **Denby Jones**, who have responded to any request for assistance with enthusiasm and dedication.
Carol Dyreng generously volunteered (??) to man the Gift Shop for the month of October due to **Diana Woods'** resignation and relocation to Yuma. **Bobbie Ringersma, Bob Eikel, Carol** and **Gaylen Dyreng, George Boggs, Ann McVeagh** worked hard to restock, reorganize and clean up the facility. Additionally, Carol's son David is staying in the trailer for added security until we replace Diana. Thanks Dyrengs for your support!

Further thanks go to **Corrine Gallagher** for giving of her time and talent to help in the office. So far, we've been unable to lure her into a full-time position but we keep hoping. Corrine has been handling phones, ticketing, correspondence, ceiling repairs, and the Fiesta with professinal style and grace. We couldn't have done it without her. The office still needs volunteers to help. Following Bobbie's return from her vacation on October 28th, the Museum has several trips and activities planned requiring extra help in ticketing and phones. Call 595-3030 if you can help Monday through Friday, 9 AM to 4 PM.

Carol Westover is respoonsible for typing our Hot Scoop these days and assisting with minutes, transcribing, etc. She is a computer whiz and we appreciate her willingness to lend a much-needed hand.

A very special thank you to **Harry Doering** for his countless hours of commitment as editor of the Report. He handles the job with patience ("Stop the presses, Harry, we've got something that JUST HAS to be included in this issue!") and perseverance (Kay, I simply must have your article today!"). He is the gentleman who makes sure the publication is put together, pasted up, printed and mailed out. Thanks, Harry, for your time and effort on behalf of our Museum. We enjoy the final product, at times without realizing all the work that goes into its production.

UPDATE ON BOARD ACTIVITIES: At their meeting of September 24, 1991, the Board of Trustees considered a draft proposal from an Ad Hoc Committee consisting of Chairman **Wally Barber, Dale Busch, Bob Henshaw, George Boggs, Randy Gibson**, and **Dave Slater** to amend the Bylaws. The amendments were approved in concept with a special board meeting called for October 8th at San Diego Trust and Savings Bank to consider in detail the proposed changes. In summary, the change calls for 9 elected members to serve on the Board along with 12 appointed board members, bringing the total board to 21 and leaving a few seats available for high donors who could be invited to serve as well. A nominating committee was put together consisting of **Dale Busch, Randy Gibson, Bob Henshaw, Denby Jones, Dan Marnell** and **Mike Retz** to consider a slate of members who will run for election and board appointees. Results of their recommendations were brought to the October 8th meeting and a slate of Museum members to run for office along with the recommended Bylaw amendments were adopted at that time.

A booklet indicating the Bylaw changes and a slate of prospective new Board members was sent out to all Museum members for a vote. Should the membership ratify the proposed changes, we will also need your vote on the enclosed ballot for the 1992 Board of Trustees. Your ballot needs to be returned in the enclosed envelope (in order to be officially counted) no later than November 20th. Voting instructions are detailed in the inside cover of the booklet. I know this represents a fast response, but the new Board will need to be ratified by the November 26th meeting. If you did not receive a booklet, please call the office (595-3030).

Additionally, upon the recommendation of the superintendent staff, **Denby Jones** was appointed to replace **Barney Barnier** as the new Director of Campo Operations.

A draft budget was forwarded to the Board of Trustees from the Superintendents for FY 1992. The budget will be approved in its final format at the regularly scheduled November Board meeting. Superintendents can answer anyquestions you may have concerning this issue.

REPORT FROM THE RETREAT: The September 13-15 Retreat is being hailed as a rousing success. **Ray Crapo** did an outstanding job as leader of the planned process and we did all the work! But, as everyone who attended will attest, we've only just begun. The very next step is to develop quantifiable goals and objectives for the Museum, both long and short term. A meeting was set for September 20th at City College. Unfortunately, lightning and lack of electricity slowed us down. That meeting was rescheduled for October 17th, at which time several draft goals were developed. Superintendents have a

more next page

Director, cont.

copy of these goals for review and input at their committee meetings. Please give your comments to Staff Superintendents so that we can continue this critical work of planning for the Museum's future. Another meeting will be held on November 9th, at 10 AM at Campo. Mark you calendars and plan to attend if at all possible.

The Museum would like to thank Mr. **Hamilton Moody**, Nation and Smith, for generously underwriting the cost of Mr. Crapo's services to the Museum. Thanks go to **Ed Duling** as well, for donating money to help with the additional costs for the weekend.

One thing Mr. Crapo stressed in his presentation was the appreciation of each person's gifts and recognition of their contributions to the organization. All of us have different talents, different valuable contributions to make to this Museum. As I sat down to write this article, I was amazed at the variety of contributions members are generously making in support of Museum activities. Added together, these abilities can move mountains! Take a bow, one and all!

MEMBERSHIP CAMPAIGN STATUS: The last 'Report' summarized the status of Museum Membership. Since that date, we have generated an additional $2,500 in new members and renewals. Renewal notices are now out through the end of the year. If you have sent in your membership, we very much appreciate your support. Remember that the goal, however, is to generate new members as well for the Museum. WE NEED EVERYONE'S HELP with this campaign. Talk to your friends, relatives and community members about joining the organization. We are still far from our goal for the year with approximately $18,000 to go! Make sure you have some membership forms on hand to offer to interested folks. I understand that the overall San Diego economic situation is difficult, but member benefits are very worthwhile. Don't forget the holidays. Gift memberships are available for railfans on your list.

Please, let's make it everyone's responsibility to generate the new members so critical to the ongoing support of the **San Diego Railroad Museum**. Pass along this 'Report' to a friend, speak enthusiastically about the Museum, invite your neighbors on the next trip, point out the La Mesa Depot to everyone on the San Diego Trolley and make your interest in the organization known! YOU are the best advertisement we have as you work in the Museum and interact with the public. And P.S. don't forget to send in your own renewal, if you haven't already done so. THANKS!

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



MUSEUM DIRECTOR **Kay Carter** (center) with "Clamper Comet" engineer **Randy Gibson** and conductor **George Boggs**, on September 28th.
photo-b.schneider

VOLUNTEERS of the MONTH

In one of his last acts as Director of Museum Operations, Barney Barnier named **Mike Retz** Volunteer of the Month for Sept. In his words, "My final choice for our Man of the Month goes to **Mike Retz.** This fine gentleman has labored long and hard to maintain an excellent trainman program for the Operations at Campo, and I have been very remiss in not recognizing him sooner. Thanks, Mike."

And following his being named as Barney's successor, Denby Jones continued this important recognition of people who give that little extra of themselves to benefit our Museum. **"Bill Niedrich**, Life Member number 42, and former Board of Trustees member, has spent untold hours driving the width and breadth of this state searching for and acquiring equipment and material for the Museum. He has located and followed up on everything from lubrication oil and anti-freeze to locomotives. I do not have the room in this publication to list all of Bill's accomplishments, but a partial list would include locomotives 1809, 1820, 2104 and the 44-tonner, and the DODX flatcar. He has initiated work on a pressurized tank car, and two more DODX flat cars from Yermo loaded with spares such as six wheel trucks, couplers, etc. He is also responsible for acquiring the loader and most recently the barrels of lube oil and anti-freeze, which saved the Museum almost a thousand dollars."

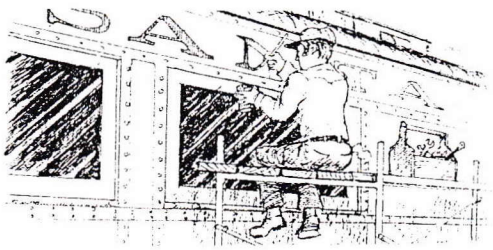
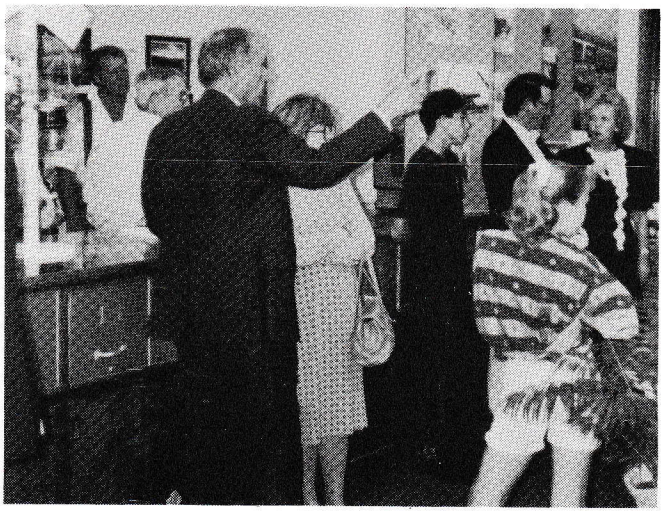


PHOTO PAGE - Photos by Bill Schneider



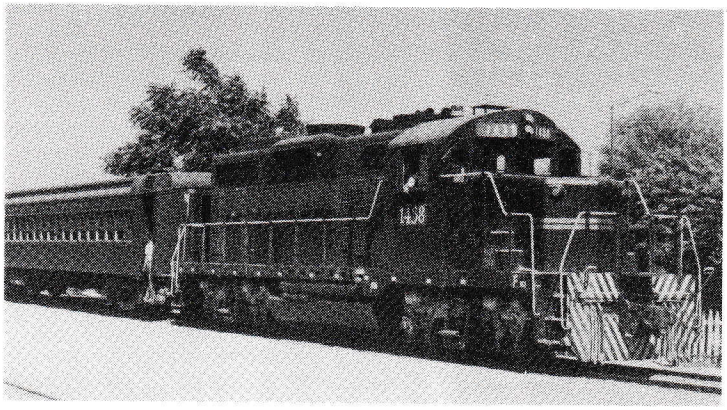
OPEN HOUSE in the museum's new administrative office at the southeast corner of the Santa Fe Depot at Kettner Boulevard and Broadway in San Diego on August 8th finds trustee **Bob Eikel** pointing things out to visitors.



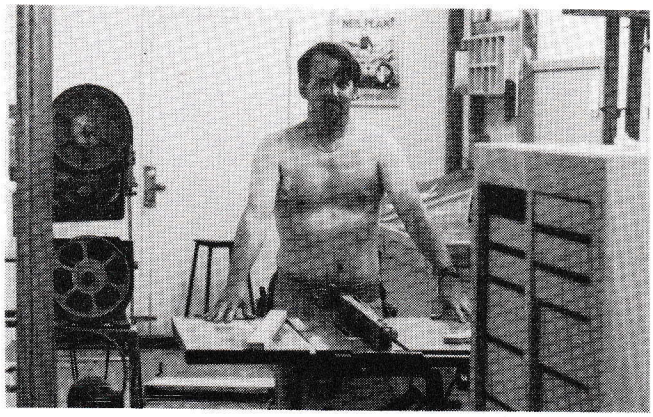
Among those present at the Open House were **Geoff Shepherd, Eva Schneider, Corrine Gallagher** and **Kay Carter.**



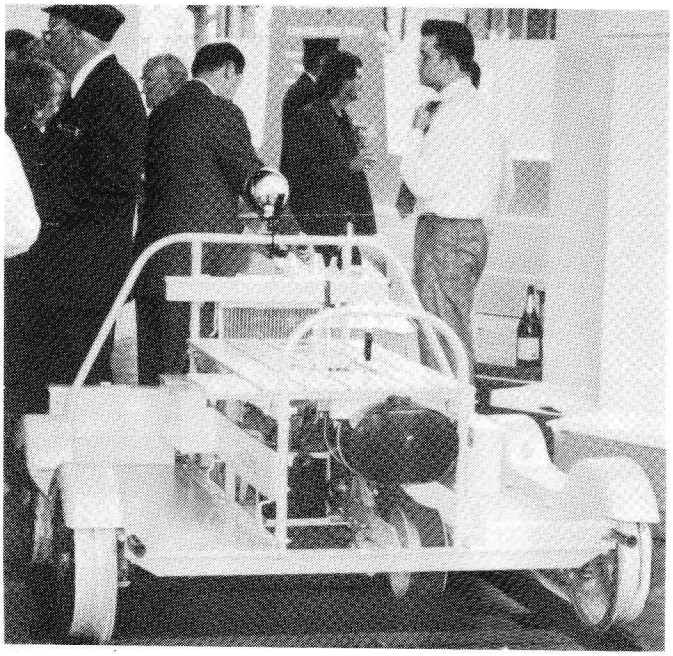
RAILBUS RESTORED! Santa Maria Valley #9 made its first post-restoration appearance in San Diego at the Open House held in the new musuem office at the Santa Fe Depot on August 8th. The restoration of the 1932 Fairmont railbus took 26 years! **Charles Alban** and **Harry Hurry** led the team that was able to complete it in time for the May Railfair '91 in Sacramento.



EMD POWER ON THE POINT! That's unusual for a museum train, but our EXPOFIESTA '91 Specials had this SD&IV GP 20 as head-end power, with museum members **Ron Hyatt** and **John Pattison** on its crew.



Custom Woodworker **Steve Wade** puts the finishing touches on our Campo car barn's wood shop on July 4th.



Also at the Open House at the new museum office at the Santa FeDepot on August 8th was speeder #180581. That's **Al Keevil** in uniform.

AROUND THE INTERPRETATION DEPARTMENT

by Rich Borstadt
Interpretation Superintendent

The Interpretation Plan aspect of the Museum's comprehensive planning, continues to be formally drafted. If you have feelings as to just what stories (and specific sub stories) we should be telling and how to tell them, get involved. Everything else in the Museum (acquisitions, facilities development, restoration priorities, exhibits, publications, educational events, etc.) grows out of the agreed upon story structure.

Live Interpretation

September 28 the Squibob Chapter of E CLAMPUS VITUS, a fraternal organization with interests in history and other vital aspects of life, had their fall "Clampout" at Campo to unveil and dedicate a stone monument at Campo Depot. The plaque on the monument and the event marked the 75th anniversary of the coming of the SD&A rails to Campo. It is one of several planned to celebrate major milestones on our historic railroad over the next few years. The stones were selected by our own Chief Campo Guide, **Jerry Gillam**, to aid our interpretation program by incorporating fine examples of the mineralogy of the area, such as feldspar crystals, where they may be used by our guides to inform visitors touring the facility.

Many thanks to all those who invested their labor in the effort, particularly **Don Casler**, Noble Grand Humbug of the Chapter, and **Eugene K. Chamberlin**, Ph.D., who produced the fact-filled booklet on the SD&A. The plaque is a deluxe one which features a specially cast SD&A logo based on the original designed by **Carl Eichenlaub** in his earlier years with the company, long before he became Superintendent of the SD&AE (note Research below and the Class on Oral History Technique on the 21st of November).

The plaque reads: In 1916 rails reached Campo on the last transcontinental railway link built in the U.S. Passenger service arrived in September from San Diego. Started in 1907, by John D. Spreckels and E.H. Harriman (Southern Pacific), the line was completed in 1919 having overcome a "Desert Revolution", Southern Pacific litigation, and the challenge of spectacular Carriso Gorge. Regular passenger service ended in 1951, and freight in 1976 when tropical storm Kathleen destroyed trackage at the eastern end. The Metropolitan Transit District Board bought the rebuilt line from the Southern Pacific to gain right-of-way for the San Diego Trolley. MTDB granted freight operating rights to Kyle Railways (1979-83) and later the SD&IV Railroad (RailTex). Passenger service resumed in 1986 with the demonstration trains of the San Diego Railroad Museum under the banner of the original SD&A.

Another event in early October (12th), continued the celebration of 75 years of train service to Campo and added a 50th anniversary reunion of the cavalry units stationed at Camp Lockett and those attached to the Mitchell Convalescent Hospital that was established in some of the buildings of that Campo military post in the latter years of WWII. The reunion was sponsored by the Mountain Empire Historical Society. The San Diego Historical Society conducted oral history interviews with the returning Buffalo Soldiers and other military personnel in the compartments of the Robert Peary during the day on Saturday.

Our Museum ran a special train to the Campo Creek Viaduct over upper Campo Creek (alias Stony Creek Viaduct or High Bridge) the most expensive structure on the SD&A as originally constructed. A great excursion enjoyed by all the returning veterans, SDRM members and visitors, as well as representatives of the Fourth Estate. Campo, the horse cavalrymen and the Museum train got national exposure on CNN, National Public Radio, The Washington Post, and The Los Angeles Times. Additionally, all three days of the reunion were taped by KCET, the PBS affiliate in Los Angeles for a documentary scheduled to air in February (exact times to be announced) with possible network airing at a later date. Videocassettes will be available at time of broadcast in Southern California.

The San Diego Railroad Museum also featured an exhibit during the month of October on the Military and the Railroads as reflected in the railroad advertising of WWII. This was on view in our G-10 Army Guard/Kitchen Car from 1942, which was prominent in the consist of the special train. Many thanks to the volunteer staff who assisted on board and on ground tours during both of these commemorative events.

The Grossmont Center shopping mall will be featuring the Museum and railroading as the theme of its catalog for the Christmas Season. They are installing a "Christmas Depot" display as part of the holiday decoration of the Mall and have invited us to greet people, tell them about the Museum and hand out our brochures during the yule season. If you can spend a few hours representing the Museum to the public during the three weeks or so prior to Christmas, call the office at 595-3030 and let them know the time(s) you can be available to help out.

Look for exciting changes in our way of presenting the Miller Creek demonstration train ride and the Museum's Preservation and Operation Center at Campo over the next several months. There will be more about these in future issues.

Research

A Desert Line Archeological Field Survey covering the stretch below the Carriso Gorge from Coyote Wells to Dos Cabezas is about to be mounted (October 26) as this issue of the REPORT is prepared for press. Details on the findings will be provided in the next issue.

Research on R.P.O. cars in general and ours in particular proceeds in preparation for the next stages of restoration on that very special car. The pickup stand for mail will

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Interpretation continued

be installed near the depot in the not too distant future in anticipation of the stories we will be telling of the movement of U.S. Mail by rail, a method that dominated mail distribution for the better part of a century.

The Museum's oral history program of recording interviews with individuals having first-hand recollections of railroading in the past is preparing for a series with **Carl Eichenlaub**, retired Superintendent of the SD&AE, whose career goes back to 1914 when he first went to work for **John Spreckels'** SD&A as it was under construction. If you have particular questions or areas which you believe he may be able to provide information about, please contact **Bruce Semelsberger**, Director of Research, directly or through the Museum office (595-3030) to get them included in the research plan that will govern these sessions. If you would like to participate directly, contact Bruce or Superintendent Borstadt and plan to attend the class on Oral History Technique being offered at the Museum office on November 21 (see below).

La Mesa Depot

A record attendance at the Depot during Oktoberfest in La Mesa netted significant income for the Library and recruited new friends and members for the Museum. Thanks to Museum Director of Libraries **Roy Pickering** and his lively crew of volunteers, the event was once again a success.

Visitors got to tour the Southern Pacific caboose that **Norm Hill** has lovingly restored over the past several months, which is destined to host young children for their first exposure to that wonderful mode of transportation, the railroad. If you have interest in helping with this new program for preschoolers and children in Kindergarten and the early years of elementary school, contact Interpretation Superintendent **Rich Borstadt** (Museum Office or 447-3297).

Likewise, we are still in search of someone to assume the position of Director of the La Mesa Depot Museum. As mentioned last issue, **Joy Moorehead** had to leave us, after serving the Museum well in that capacity, due to ill health and her husband's professional relocation out of state. If you are interested or have someone to suggest call the Superintendent as above.

There is an opening for one more regular schedule staffer on a Sunday afternoon and a couple of occasional fill-ins to act as Station Agent/Hosts at the Depot. Contact the Museum office or Superintendent if you are interested or know of someone who is.

Exhibits Lab

We continue to gather the Museum's Small Collections from the assorted garages and attics that have kept them safe during times of transition and restricted storage for the Museum. If you have material in safekeeping for the Museum, or material 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.

Foreign Road Excursions

There's still an available berth or two on the fall Copper Canyon trip for those looking for a truly memorable railroad vacation experience. It departs for ten days on November 15th, so call **Ann McVeagh** immediately at 619-280-4525 (evenings) if you want to make this one. Time will be very short, by the time you read this.

Interpretation Training

Wednesday, November 20, 7:30 PM

New and Newly Active MEMBER ORIENTATION Basic information for new membors and those becoming active in Museum programs and Departments.
Instructor: **Dick Pennick** (463-2276)
At 2552 Deerpark Street

Wednesday, November 20, 7:30 PM

Trainman/Guide Training Course (Elective) ORAL HISTORY TECHNIQUE Instructors: Good enrichment session for any member, even if not enrolled in the Trainman/Guide Course. Last class until January.
Instructors: **Rich Borstadt** and **Bruce Semelsberger.**
At Museum Offices, 1050 Kettner Blvd.

Friends of the Library by **Roy Pickering**

I would like to thank **Ed Duling** for his donation of $1,000 to Friends of the Library. Ed is our greatest supporter, always going out of his way to help and promote our group. I wish we had more supporters like him; it would make operating the library much easier.

If you have sent in money to join Friends, but have not received a membership card yet, please call me (462-3392) so I can get your card to you. Membership is $5 per year or $50 for a Life Membership.

Library

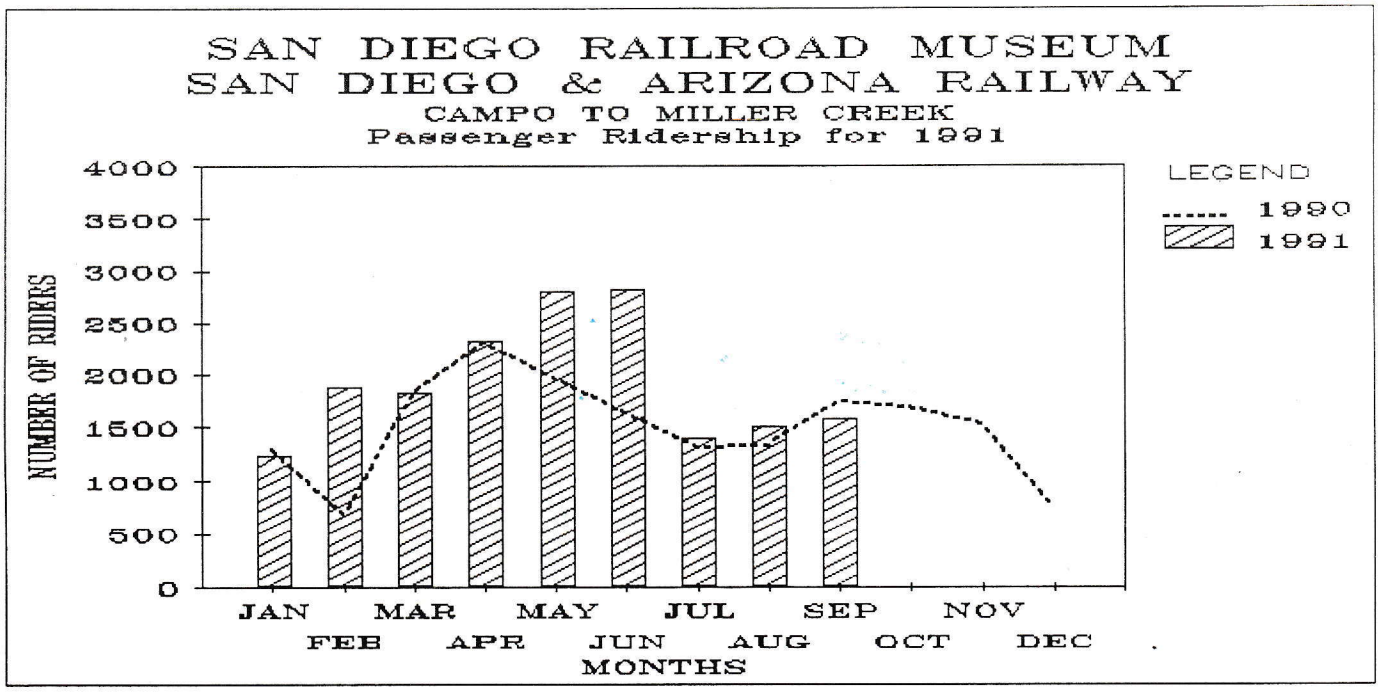
Well, we have finally gotten set up in the Santa Fe Depot on Kettner Blvd., in the center bay of the north (Railway Express) Building. **Terry Marnell** and **Laura Emery** are actually cataloging books! It's Great! **Bob Underhill** is sorting thousands of Employee Timetables, trying to make sense of their Divison changes; I think he is enjoying the challenge. **Randy Houk** is getting caught up with the thousands of magazines we have. He is also helping to sell off the many duplicates, triplicates, etc., that we have accumulated over the years, as we don't have the space to keep boxes of extras.

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* IF YOU NEED COPIES TO FILL GAPS IN   *
* YOUR COLLECTION, LET US KNOW - WE    *
* MAY HAVE JUST WHAT YOU NEED.         *
* * * * * * * * * * * * * * * * * * * *
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OPERATIONS - THIRD QUARTER, 1991

by Rene' Scheuerman



YEAR/MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1990	1284	684	1825	2302	1952	1621	1305	1335	1731	1679	1523	739
1991	1248	1894	1837	2343	2810	2828	1405	1512	1588			

The Third Quarter of 1991 brought the most riders ever to the rails of the San Diego Arizona Railway, with a total of 17,465; we should be able to break the 20,000 ridership barrier this year!

This increase was led by the best ever months of April (2343), May (2810) and June (2828). July and August dropped a bit, but as the chart shows, this is normal, probably due to excessive summer temperatures.

FROM THE DIRECTOR OF MUSEUM OPERATIONS

by Denby Jones

Recently, I received a call from one of our Museum members, and during the conversation he said, "Well, I don't even know you. I know nothing about you." I have worked with this man for three years at Campo, and was involved with him in another group before that. Now I am wondering how many other people at Campo are also "unknown".

Well, let me break the ice. My name is **Denby Jones.** I am 52 and have been married to my wife **Jean** for 32 of those 52 years. We have two sons; Rick, 32; and Kelly, 31. I work at General Dynamics Convair as a Facilities Specialist in the Maintenance Department. My friends at Campo say I "carry a lot of weight" (those who do know me will understand the quotation marks), and will tackle almost any project. I have been primarily working in the areas of Steam, Operations, and Mechanical. Jean and I have enjoyed every minute of the time we have spent at Campo.

My wife Jean is actively involved in the restoration of the Private Car Carriso Gorge and is trying to set up activities to bring more wives to Campo Operations. Both Jeanie and myself will be spending a considerable amount of time out there. I hope to eliminate the "unknowns" and get to know you all. See you at Campo.

I might also mention at this time, that it was with deep regret that I recently accepted the resignation of **Charles Alban** as Superintendent of Public Benefit. Charles has developed a deepening interest in restoration, and would like to further pursue those interests. Thank you, Charles, for the time and effort you have put into your department. It is appreciated by all.

Support Your Local SAN DIEGO RAILROAD MUSEUM

by Kay Carter

Many people dedicate long hours to insure the operation of this Museum. Many people, however, because of other commitments cannot do the same. Luckily for the SDRM, there are many opportunities to lend support. Time, effort and financial support are all necessary ingredients for success. Summarized below are a few outstanding ways you can provide for the vitality and growth of the organization, for both short term projects and long term goals.

Richard Dick is spear-heading a campaign to bring money into the Museum on an on-going basis. We have begun conversations with San Diego Trust Savings to establish an "endowment" program whereby members may place a set amount of money into an account and dedicate the interest earned on these funds to the Museum. At the end of the time specified by the member, the money may be withdrawn by the individual and the interest will roll over into a Museum account. We are working with the bank to establish reasonable fees, a minimum amount of money, etc. This is a wonderful way to assist us with our continued fundraising effort and one that we hope you will consider. The Museum needs your continued support. Please call **Richard Dick** or the office if you would like to help by contributing in this manner. More details in the next 'Report'.

Please think of the Railroad Museum when you are doing financial planning and setting up your estate. An endowment or trust fund is invaluable to the organization and will provide the ability in future years to continue with our long range goals. Your gift could be dedicated to a specific department or project, should you desire. The healthy future of this Museum can greatly benefit from your thoughtful consideration today.

SEVERAL PROJECTS CURRENTLY UNDERWAY

Spruce up of Depot, Caretaker Trailer, and Car Barn Area . . . . . .$ 5,000

RPO Car Restoration 7,000

Restoration of #2353 (included in Steam Team Article)

Wood Shop - Tools 2,500

Mechanical Work on #2104 to Place in Service 1,500

Acquisition of 2 Flat Cars and 2 Box Cars 700

Jacumba Cars - Relocation/Stabilization 2,500

Additionally, prior to the construction of the Display Building, the Museum must pave Parker Road to comply with our Master Use Permit. Estimated bids for this project are **$11-13,000** to complete. We have approached several local companies for assistance with materials and labor. The Museum would like to set up a matching fund, since most companies are unable to underwrite the entire amount at this time. We would raise $6,500 and request that the company underwrite the balance. Your donation could go a long way towards getting this critical project underway! How about being the first person to kick off this campaign!

We've outlined above just a few of the ways that you as members can support our efforts. Of course, the restoration projects that could use your financial assistance are many and varied. Your donation to any of our on-going projects is both extremely vital and greatly appreciated. Remember that we are a 501 C3 organization and you are entitled to the appropriate tax deductions under the law. Call **Kay Carter** at the office with any questions.

LET'S GO TO THE MOVIES - AGAIN

by Chalmers (Chop) Kerr

In the January-February 1991 issue of the Report appeared a short article under "Notices" about early planning for a Museum sponsored benefit film festival. The spade work continues. However, there is still a need for inputs from Museum members and friends about candidate feature films, short films, documentaries, videos, etc., with a railroading based scenario. that would be appropriate for the program. Please call me with your ideas at 291-4787.

This is not a museum-sponsored event, but one that railrans of all ages should enjoy. If having such a festival proves viable and is authorized by the Museum, it will probably be held during the last half of 1992. A long lead time is required to reserve the locale and the films. Your input is needed **NOW!**

Just by chance, a teaser event will be held on November 23, 1991, at the La Paloma Theater in Encinitas. The La Paloma is known for special programs as well as motion pictures.

On November 23, the silent picture THE GENERAL, starring **Buster Keaton**, will be shown with accompaniment by the 14-piece "Cine Phonics" orchestra directed by **Mr. Eric Behime.** There is the possibility that the Museum will have a lobby display and sell memberships at this event.

THE GENERAL will be shown beginning at 7:30 PM. Tickets are $10.00 at the box office, either in advance or the evening of the show.

The La Paloma Theater can be reached from Highway I-5, Encinitas Blvd. Go west to Old Highway 101, then south one block to First and D Streets in Encinitas.

It should be a fun evening and will give you the opportunity to see a theater that is a candidate for the Museum's film festival.

THE GENERAL Program notes next page

"THE GENERAL" with BUSTER KEATON



THE GENERAL - U.S.A. 1927

Jonnie Gray	- Buster Keaton
Annabelle Lee	- Marion Mack
Captain Anderson	- Glen Cavender
General Thatcher	- Jim Farley
Southern General	- Frederick
Annabelle's Father	- Charles Smith
Annabelle's Brother	- Frank Barnes
Union Generals	- Joe Keaton
	- Mike Donlins
	- Tom Nawm

Screenplay by Buster Keaton and Clyde Bruckman. Adaption by Al Boasberg and Charles Smith. Photographed by Bert Haines and J.D. Jennings. Sets by Fred Gabourie. Produced by Joseph M. Schenck for United Artists. Premiered in January, 1927. Directed by BUSTER KEATON and CLYDE BRUCKMAN.

The story of THE GENERAL was found by Clyde Bruckman in William Pittenger's The Great Locomotive Chase, the account of Andrew's 'Raiders' attempt to steal a Confederate locomotive. Their plan was to ruin the tracks and bridges behind them so as to cut off the supply line from Atlanta to Chattanooga, thus facilitating the Union's capture of the latter city. However, their plot was foiled, for one Confederate conductor, William Fuller, pursued on foot and then in a locomotive. The General ran out of fuel, and the Raiders fled to the woods, whereupon fourteen of them were captured, eight of this number being subsquently hanged, and six exchanged. Another six involved in the raid escaped.

To aid in pictorial authenticity and to produce something "within hailing distance of Matthew Brady", Keaton wanted to shoot the picture on the original Georgia terrain. But this was impossible for no narrow gauge track could be found. Keaton finally filmed the picture in Western Oregon, where two proper locomotives were on hand as well as the assistance of four thousand members of the Oregon State Guard as extras. The film's production was not inordinately expensive, even though "there were no doubles used, no process shots or miniatures", as James Agee relates. Keaton rarely used a double for himself, for he was trained as an acrobat.

But even so, he still suffered a broken leg and neck on two moviemaking occasions. When he runs, he seems to totter forward recklessly, and at many time he appears quite physically awkward. Yet in precarious circumstances all his movements have a daring grace and precision. Witness his agile three leaps over the tender car or his straddle jump onto the bicycle. When Keaton was very young, he performed apparently brutal acts on the variety stage. His father taught him how to fall down a stairway without injury. On one performance of this stunt, Harry Houdini was present and exclaimed "That's some buster your baby took", so Joseph Frank Keaton was henceforth known as "Buster".

Running Time at Silent Speed - 103 minutes.

FIESTA UPDATE

by Ann McVeagh

Our Grand Fiesta is now behind us and all agree that it was a super party, with the setting perfect at the Harbinson Canyon home of **Rita** and **Joel Cloud.** The food, decorations, entertainment, garden railroad, and the weather all combined to make it just right. Besides the Cloud family, a lot of people helped to make the day a success. Thanks go to committee members **Sally Anderson, Rita Cloud, Kathy Foote, Corrine Gallagher, Ann McVeagh**, and **Katie Walker.** Also special thanks go to **Carl** and **Fran Pfetzing** of Buena Park for setting up and running a garden railway with help from LGB of America. Fran's exquisite miniature buildings and houses completed the beautiful layout. The excursion staff turned out in force to help with food and decorations, balloons and prizes. Thanks to **Velia Fematt-Hanson, Mary Toomey, Bill Groya, Angela Wardzinsky, Phil Piscopo, Nancy Mercer, Joyce Zelenz** (our great palm reader) **Don Odorico,** and to **Sylvia Montero** for her great cooking of the Carne Asada.

A great big **THANK YOU** goes to **Norma Edelman** and the Wedding Casa; Thanks to Norma we had furniture, the tent, the beautiful food tables along with her enthuisiasm and flair. (If you have a wedding in your future, call her - she's wonderful and your wedding will be perfect!) The spectacular flower arrangements were done by SD&A staffer **Jerry Gillam** of The Flower Stop, the cost being underwritten by **Katie Walker.** Thanks to **Roy Pickering** for the blow-up photos of the Mexicali cars, using **Norm Hill's** and **Bill Schneider's** pictures; to **Audry Cook** for help with food sources, and another big **THANK YOU** to **Brad Lucas** and Wisdom Imports for getting our Tecate beer to us.

And a MIL GRACIAS and ABRAZOS (a thousand thanks and hugs) to all of you that came to the fiesta! And supported our fund raiser to get the Mexicali cars on the road again. Many people who could not come sent along donations; all totalled, direct donations added up to $1,230 thus far. Many thanks to these generous people; **J. Mangels, George** and **Elaine Bailey, Buell** and **Bonnie Stone, Dr. Suzanne Shaw, Andreas Warnk** (from Hamburg, Germany), **A. M. Bradley, Bob Robbins, Dave Wickers, Dr. Franklin Crytal, Ray Krumm, Mary Waterhouse, Frank** and **Jean Kearny, Bill** and **Mary Helen McCombs,** and **Ann Burr,** President of Southwest Cable who sent us a most generous donation. **THANK YOU ALL!!!**

We enthusiastically acknowledge and sincerely thank all of our donors for their generous contributions and efforts on our behalf:

Clarence (Peewee) Bachelder
Boulangerie - Mission Gorge
Cinderella Carriages
Clothes Gallery - Grossmont Center
Downtown Embassy Suites Hotel
Norma Edelman - Wedding Casa
515 Fifth Avenue Restaurant
Gaslamp Quarter Theatre
Ingrid's Cantina (Croce's)
Kraft-Moceri
George Kennerson's Nursery
La Palapa Restaurant - Lakeside
Brad Lucas
Hotel Lucerna - Mexicali
LGB of America
Moennig's Nursery
Don Odorico
Phil Piscopo Landscaping
Carl & Fran Pfetzing - Garden Railroad
Risque Beauty Salon Staff - La Mesa
San Diego & Arizona Railroad
San Diego Railroad Museum
San Diego Repertory Theater
Studio M - Men Only - D. Conforti
Tecate Brewery
Wisdom Imports

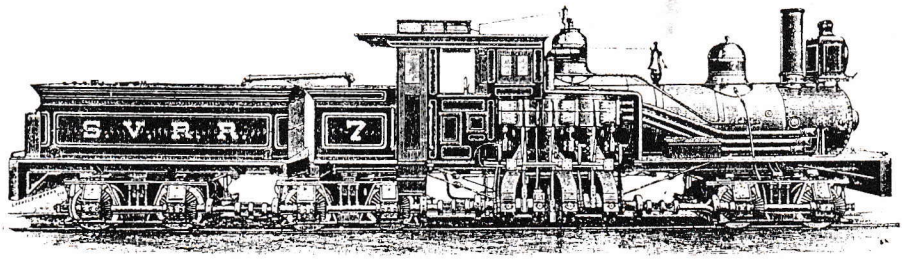
For those of you that could not attend this year, mark your calendar for next year - September is Fiesta Month at SDRM!

All totalled, the fiesta added $3,500 to the Mexicali car fund; together with monies previously donated or pledged we have $5,000; a good start towards our goal of $15,000.

The next big fundraiser will be in March - a wine-tasting to be held at the Santa Fe Depot. Watch for announcements for this and other events coming up.

Trips in the near future are; the 1-day excursion to Puerto Penasco on November 2nd; and the Copper Canyon trip November 15th which is sold out. Next Copper Canyon trip will be in April, 1992. In January we will be going to the Yucatan for a wonderful tour of pre-Columbian sites in Mexico, Belize, and Guatemala. Dates are January 24 - February 8, 1992. We will leave from, and return to, San Diego by air, with train and charter buses in between. Watch for the flyer soon. In the meantime, see you at the station!!!

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LIMA, - - OHIO.

MEXICALI SLEEPERS SING INTERNATIONAL SONG!

by Bill Schneider

The nation's only International Railway Museum! That's us! What a distinction! We not only operate foreign-country excursions, but often use our own equipment - some of it based in Mexico.

Since 1989 we've owned two Pullman-built cars kept in Mexicali, now joined by a third. 'Report' #220 in 1990 told the story of lounge car Mexicali Rose (ex-UP #1531), and the last issue contained photos, brief descriptions, and refurbishment plans for all three. Now let's learn the full stories of our two very different sleeping cars "...south of the border, down Mexico way" - Maria Elena and our newest, Spanish Eyes. No singing, please.

MARIA ELENA: Three-Nation Heavyweight

This classic 80-ton heavyweight was built to Pullman Plan 3979A and delivered in November 1928. It's an "8-1-2", with 8 sections, 1 drawing room and 2 compartments. It has six-wheel trucks, a railroad roof, air-conditioning, and is 83' long. One of 60 in its lot, it was named Centburne, one of ten Cent-prefix cars built for ownership and operation by Pullman on New York "Central's all-sleeping car New York-Chicago Twentieth Century Limited. However, it was assigned instead to the Chicago & Eastern Illinois Railroad, serving in Pullman green on its Chicago-Evansville line and through trains to the south, among them the Dixieland, Dixie Limited, Dixie Flyer, and others.

In 1949 Centburne ownership was sold by Pullman to the Minneapolis, St. Paul & Sault Ste. Marie Railroad (the Canadian Pacific controlled SOO Line). It was painted dark CP red, numbered Soo #1257, and operated by the Pullman Company on such trains as the St. Paul-Winnipeg **Winnipeger**, St. Paul-Portal-Calgary **SOO-Dominion**, and St. Paul-Portal-Vancouver **Mountaineer**, using the CP in Canada.

After SOO Line passenger service ended, PSRMA Life Charter Member **Jack Stodelle** bought SOO #1257 in May 1967 for $1,800 scrap price and moved it to San Diego for use on a proposed trip to the 1968 Mexico City Olympics. When Mexico parking space couldn't be arrange, the car was used on San Diego-based trips until moved to Mexicali the "long way" via Orange, Colton, & Niland, due to problems with the SD&AE.

In 1971 **Bob Berray** became half-owner, and the car was named after the song Maria Elena which was also their wives' names in Spanish - Mary Berray and Elaine Stodelle. In 1974, 'Report' #107 noted "What a thrill to see what the Berrays and Stodelles hath wrought", also remarking on the "...awesome quantity of beer and cocktails consumed" during refurbishment! It was painted white with orange belt and silver roof to match Ferrocarril Sonora-Baja California cars, and the FSBC name was painted on its letterboards. The name Maria Elena and number 1257 were painted on its lower sides.

Based in Mexicali, Maria Elena was used on excursions to Empalme, Navojoa, Mexico City, Guadalajara, Guanajuato, and other cities. In June 1989 Stodelle donated his half to the Museum, which then purchased Berray's half of this classic little-altered sleeper.

SPANISH EYES: Three-Name Lightweight

This modern 64-ton lightweight was built to Pullman Plan 4153 and delivered in May 1948. It is a "14-4", with 14 roomettes and 4 double bedrooms, all with individual lavatories. It has four-wheel trucks, rounded roof, air-conditioning, and is 85' long. Its riveted alloy superstructure on a steel & aluminum alloy frame makes it heavier than most 'lightweights', and more smooth-riding.

One of eight in Kansas City Southern Railway order #6795, it was named William Buchanan after the founder of an 1896 logging line that became the Louisiana & Arkansas in 1906 and merged with KCS in 1939. It was painted Enamel green (so dark it looked black!), with red & yellow stripes at the floorline, silver roof, and gold lettering. William Buchanan was operated by Pullman for owner KCS, and ran on the streamlined Southern Belle, Flying Crow, and other trains from Kansas City to Shreveport, New Orleans, and Port Arthur. Rebuilt at the KCS Shreveport shops in 1964, in 1969 it was retired and stored in the KCS yards at Pittsburg, Kansas. When Kansas tried to tax the unused sleepers as "revenue-earning" cars, KCS assigned them to non-revenue Wreck Trains! William Buchanan was repainted red and numbered KCS #041 as a Wreck Train car.

In 1971 California tour operator **Jack Spence** bought KCS #041 for $5,000, rode it from Kansas City to San Diego on the Santa Fe, and took it to Mexicali via the SD&AE. He remodeled it, removing four roomettes to create a lounge, converted another into a kitchenette, and added a drop-ceiling and new air-conditioning. As batteries couldn't be taken into Mexico, the car was brought back to Calexico for battery installation and then returned to Mexicali. It was repainted red and named Red Cloud, after Spence read a poem about western clouds and recalled their color at sunsets. The name was painted on the car sides, and "Railtours International" on its letterboards, all in yellow. Spence put about $20,000 into the car, including $6,000 for new batteries in 1976.

Red Cloud served on tours to Copper Canyon, Chihuahua, Mexico City, Vera Cruz, Guanajuato, Irapuato, Guadalajara, Mazatlan, and other places. When travel to Mexico dropped, Spence sold Red Cloud for $12,000 to **Dick Rouse** and five associates in 1976. They renamed it Spanish Eyes after the song, painted it white with orange belt and silver roof to match FSBC cars, and used it on trips in Mexico. In August 1991, Spanish Eyes was donated to our Museum, which paid only $2,500 in overdue parking charges for this modern car.

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RAILFAN QUIZ

by Bill Schneider

This one's easy; WHO WAS PHOEBE SNOW?

(No, not the modern musician/entertainer--this is a Railfan Quiz!).

The answer (and her biography) in the next 'Report' issue.

UNIQUE-BRACED HOPPER "LOST" 50 TONS!!!

In the last 'Report' we asked if you could spot something wrong in a photo of museum hopper UP #7801 (ex-SWPC #101) that was "...very obvious and not nit-picky". As of October 17th, four responses (three correct) were received.

Congratulations to Crew Caller **George Boggs**, Speakers' Bureau Chief (and UP railfan) **Rene' Scheuerman**, and Train Crewman/Campo worker **Tony Neece** - they got it right.

What's wrong with the car? Its Capacity and Load Limit lettering are both 100,000 lbs. less than they should be! That's 50 tons! And it wasn't on a diet!

Why the wrong numbers? A simple mistake; everything isn't always what it seems to be. Most of the hopper's original UP lettering disappeared under layers of paint and cement dust over the years, so our Museum obtained copies of the builder's specs and a car plan from the UP Historical Society, which also sent a photocopy of a photo of sister hopper UP #7940 in its original lettering.

Because its numbers were clear, the photocopy alone was used to obtain the weights for our car. But the shadow of a vertical brace - invisible on the photocopy - hid the first digit of #7940's capacity and load limit numbers, and our hopper was lettered with the numbers that appeared to be on the photocopy: 40,000 and 65,000 lbs. Unfortunately, they weren't checked against the other UP info, SWPC's donation letter, or its H-70-1 class number, all of which refer to its correct original 140,000 lb./70-ton capacity. And in the four years the car has been displayed at Campo, none of us "railfans" noticed it! Isn't it obvious a 44,900 lb. hopper used to transport rocks, coal, ore, gravel, and sand would have a capacity higher than 40,000 lbs?

The photo of UP #7801 in the last 'Report' also showed an unusual horizontal brace on the car's side. No such brace appears in any photos of other H-70-1 hoppers, and #7801 has this brace on its left side only. It appears to have been welded on in later years. Can any "Freight Freak" or "Hopperhead" explain its presence?

UP #7801 is one of 1,950 Class H-70-1 hopper cars (#6000-7949) ordered by the UP in November 1947, and was built about May 1949 by Pressed Steel Car Company of Mt. Vernon, Illinois. A welded all-steel, self-clearing, open-top triple hopper, it has Wine Railway Appliance mechanisms on its bottom dump doors, and Barber S-2 trucks. It is 46'2" long over couplers, 10'8" high, weighs about 44,900 lbs (22.45 tons), and has 2,810 cu.ft. of level cargo capacity.

The exterior vertical bracing on these offset-side hoppers is unique on UP cars, and our car also has the aforementioned unusual horizontal brace on its left side. Painted Synthetic red with 10" yellow lettering, UP #7801 was to have carried the slogans "Serves All the West" and "Road of the Streamliners", but these were deleted from the order, saving the UP **59 cents per car**! In 1956 the UP switched to five-digit freight car numbers, and UP #7801 became UP #17801. The UP also adopted a new paint scheme with large 20" letters in 1956, which was applied to H-70-1 hoppers over the next few years. When the cars were repainted, their capacity and load limits were increased to 154,000 and 175,200 lbs., respectively. Evidence of the newer paint scheme was not found on our car.

The car was retired and sold to Southwestern Portland Cement Company, Victorville, CA. around 1969. Numbered SWPC #34, then #101, it was used as a ballast hopper at the cement plant and on SWPC's 15-mile Mojave Northern Railroad to its quarry in the Sidewinder mountain area in the Mojave high desert.

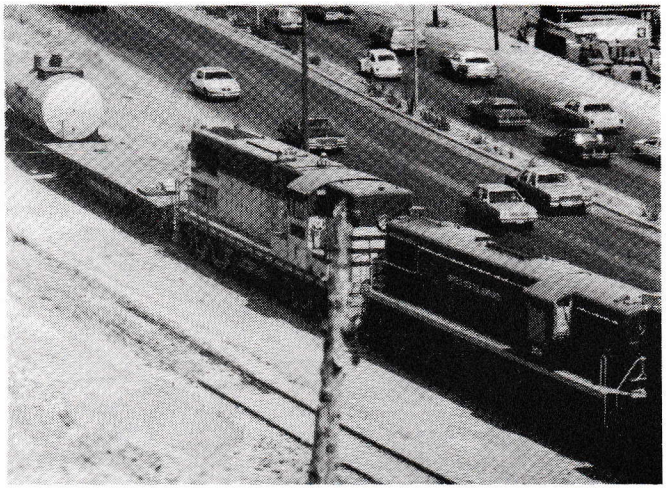
On May 17, 1984, SWPC #101 and other rail equipment was donated by SWPC to the PSRMA, mainly through the efforts of **Norm Hill, Jim Lundquist** and **Roger Garrett.** The hopper was trucked to Fallbrook, CA. and loaned to the Mitchell Company for use as a ballast hopper in rebuilding trackage on the Naval Weapons Station Annex. In 1985 it was moved south with Museum-owned storage car DAFX #89429 to the Marine Corps base at Camp Pendleton. They were stored in the Stuart Mesa area near freeway I-5, and later in a better-protected industrial warehouse area. Brought to San Diego by the Santa Fe on February 28, 1987, they missed "Great Freight II" by a few hours. They were moved to Matanuca, BC, by the SD&IV, and taken to Campo in March on "Great Freight II-1/2", pulled by another SWPC/UP veteran, Fairbanks-Morse diesel SWPC #408 (ex-UP #1366).

In late 1987 SWPC #101 was cleaned, repaired, repainted red with yellow UP lettering in its original 10" style, and given back its original UP #7801 number and weights lettering by Museum volunteers. During the cleaning, no post-1956 20" lettering was found. However, most H-70-1 hoppers were renumbered and repainted in that new style, and in its letter of donation in 1984, the SWPC referred to the car as SWPC #101, Serial Number 17801, which indicates it had been renumbered when acquired by SWPC, even if it wasn't repainted. The July 1968 Official Railway Equipment Register also used the later five-digit number.

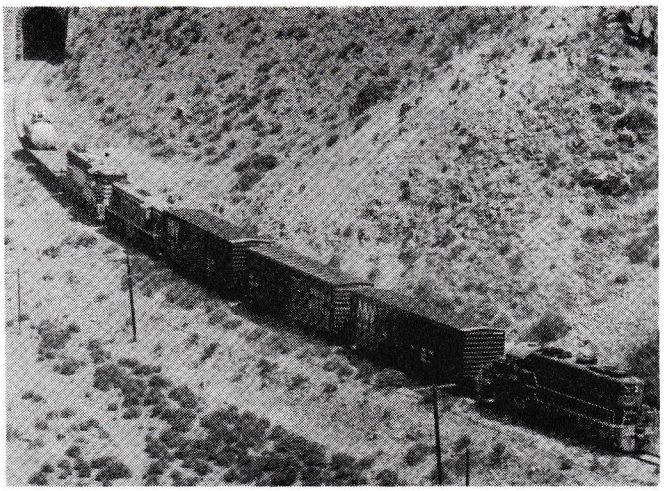
UP #7801 is currently on display on the Museum's freight car line near Campo depot. It's in operating condition, and will be used again as a ballast hopper. The capacity and load limit numbers will be corrected and additional carside markings added when a lettering artist volunteers. Will **you**?

Sources for this article are the Museum files on the car, including much information supplied by UP Historical Society director **Terry Metcalfe**; and Union Pacific Freight Cars 1936-51 also by **Terry Metcalfe** (Metcalfe Publications, 1989). Thank You!!!

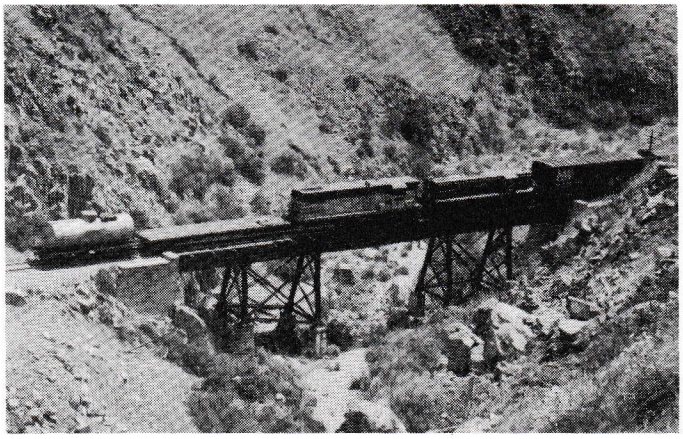
"THE CHASE" - Photos by Bill Schneider, July 12th



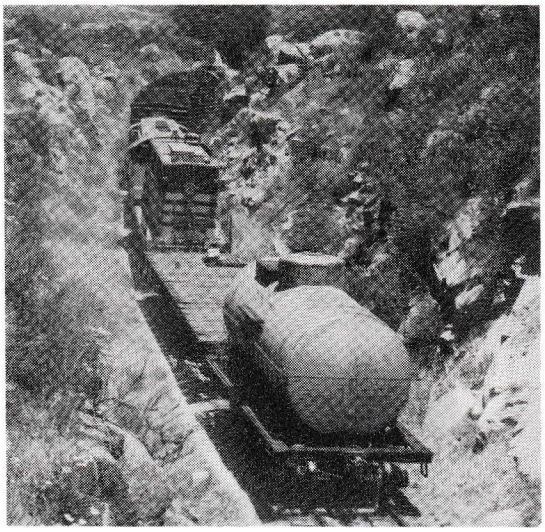
TRUNDLING THROUGH TIJUANA near Agua Caliente just south of the Tijuana River bridge are the four latest pieces of Museum equipment: NWP #849, DODX #39106, ONW #1 and USAF #2104.



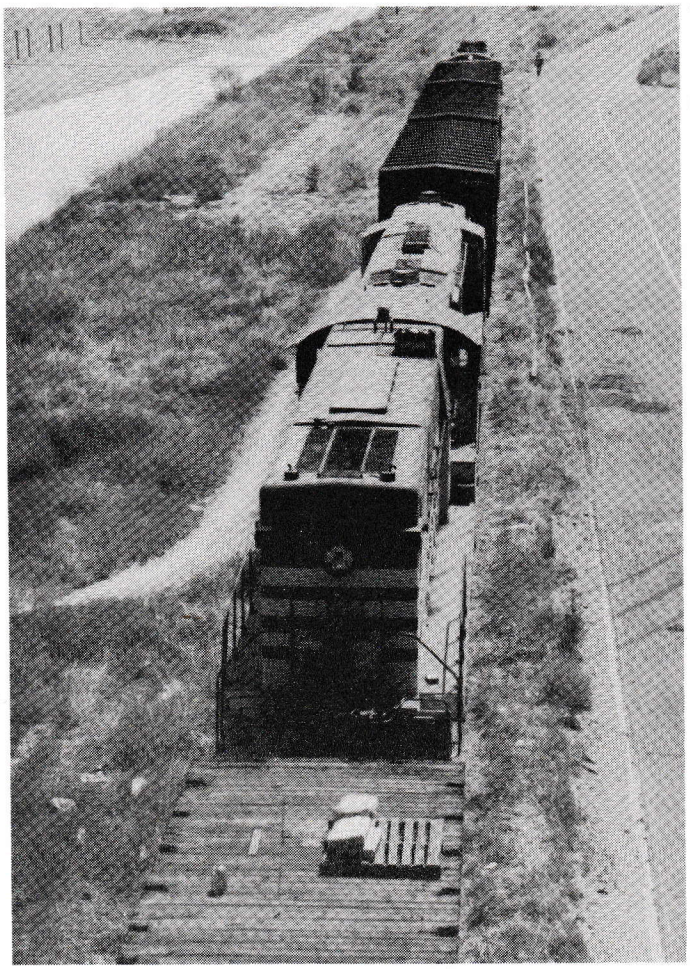
GREAT FREIGHT IV! It's an SD&IV freight with three boxcars bound for the brewery at Tecate, but with "Transportation Specialists" **John Pattison** and **Ron Hyatt**, both museum members, at the controls, and four museum-bound pieces of equipment on the train, it qualifies as "GREAT FREIGHT IV"! The train has just emerged from tunnel #1 and is at KP 17 near Rodriguez Dam.



MUSEUM EQUIPMENT crosses the Matanuca Creek bridge at KP 17.15 enroute to Campo.



THROUGH "THE DOOR": Ex-NWP #849, used as a diesel fuel storage tank in the SD&AE/SD&IV yard in downtown San Diego for many years, rolls again at the rear of the SD&IV's eastbound train near La Puerta.



OVERHEAD VIEW of our flatcar and two newest diesels alongside the Tijuana-Tecate highway near Matanuca, BC.

STEAM TEAM NEWS

by Bill Donovan

As of September 1, 1991, **Robin Becker** stepped down as Superintendent of the Steam Department. He cited pressing family considerations as the reason. I want to express a big thank you to Robin for his efforts over the past couple of years. I hope we can continue with the great ideas he started. I have accepted a temporary appointment as the Steam Team Superintendent.

Jim Lundquist has indicated that he also wishes to do other things within the Museum and will no longer be our Operations Superintendent. We will miss Jim, and wish him well.

During the September Department meeting there were a number of members who expressed interest in more work days. It was agreed that the 2nd Saturday of each month be added for this purpose.

Bob Nickles reports that the brochure for SP #2353 fund-raising is about ready. The copy is done and pictures are being gathered. If you have any appropriate photos of early 2353 at work, please let us use them.

Mark Wheatbread reports considerable progress with the machine shop in the carbarn at Campo. The Facilities Department has approved the plans. Most machines are in place on the floor. He is trying to get the electrical wiring in place, so if you know anyone who can do the wiring, please let us know.

Richard Dick says that the valve and break rigging that has been at Fraser's Boiler Service in San Diego is nearly finished and will be moved back to the boxcar soon. Since these two systems are of primary importance to safe operation, we wanted to make sure they were done right. The valve gear has been put into correct alignment, with the correct tolerences. It is ready to be painted and installed.

The brake rigging was very badly worn, especially the shoe hangers. The machine shop had to add up to 1/2 inch of weld on many of the holes to get them round again. Some of the metal was so work-hardened that it cracked when welded so new metal parts were fashioned and welded into place.

As you may recall from previous 'Report' articles, we have been working closely with Fraser's Boiler Service in San Diego on a plan for finishing the #2353 boiler at their shop. After much study, they have come up with a total cost: $102,000!!! We plan to set up a meeting with Mr. Fraser soon to see if they will take on the project under a donated cost arrangement of some kind.

You have undoubtedly heard by now that Cass Scenic Railroad of West Virginia is interested in buying our Shay for use on their mountain tourist line. They use only Shays for power and are short on locomotives. Their largest is a 70-tonner, while ours is 90 tons with three trucks, which they feel would be perfect for their needs.

Robin Becker and **Larry Williams** have talked with their representative, but absolutely nothing has been determined or agreed upon. However, Cass indicated they would like to make a proposal, so the next move is up to them.

If we are not interested in entertaining any offer on this locomotive, then we should repair the washout plug that is bad, return the lagging, and begin to operate the Shay on a regular basis. We need the firing and engineering experience and it would be good public relations for our Museum.

Arising out of the Board/Staff retreat of last month is an attempt to establish some overall goals for our Museum's future. One of the proposed goals included a serious effort at steam operation of excursion trains. This will be discussed in detail in future Steam Team meetings.

Interpretation cont.

Bruce Semelsberger has been trying to keep up with the growing requests for information from our library, as well as organize the library so that we can find things. We have had requests for information for articles to be published in Austria, New York, and even San Diego. We get one to three requests per week and that keeps us very busy. Oktoberfest in La Mesa was a huge success again this year. I would like to thank those mentioned above for their untiring help, as well as **Mike Richards, John Richards, Kevin Emery** and **Chalmers Kerr**. Special thanks to **Norm Hill** for his fantastic restoration work on the caboose at La Mesa. Visitors were really impressed at how great it looked. Many donations have arrived and I would like to thank each of you for thinking of our Museum.

Thanks to: **Al Keevil, Rory Thomas, Marlene Lipsey, Otis Wade, Burton Anderson, Ray Lyttle, D.M. Weigand**, and **Harry Hurry.**

Mexicali Cars cont.

Three-Car Future

As outlined in the last 'Report', funds are now being raised for the refurbishment of Maria Elena, Spanish Eyes, and Mexicali Rose. They'll probably be repainted two-tone blue with red trim and silver roof to match the Ferrocarriles Nacionales de Mexico's new colors. Due to the shortage of available sleeping cars in Mexico, it's great to have two such cars of our own based in Mexicali for excursion use. **THANK YOU, Jack Stodelle, Dick Rouse, and associates! MUCHO GRACIAS!!!**

RESTORATION NEWS

by Ted Kornweibel

Most of us think restoration is stripping paint, or sparks flying as a welder patches a rusted-out car body. That type of work goes on at the Museum every weekend, but more atypical restoration has also been underway.

SP caboose #1058 at the La Mesa Depot is almost completely restored. **Norm Hill** laboriously stripped the floor and applied three new coats of paint, while **Dick McIntyre** reconditioned and installed hardware and caboose tools. **Great Job, guys!**

One of the highest-priority projects is the Santa Fe RPO car. **Dick McIntyre, Jim Hamill**, and **Bob Haney** have been slaving in the hot sun repairing its trucks so they can be reassembled and the car rerailed. Then it will be moved into the car barn for complete interior and exterior restoration. Some of you have been putting off getting into restoration because (1) it is too hot in August and September at Campo; (2) the RPO isn't currently in a good spot for work; or (3) no one else seemed to be working on it. Well, come November, all those excuses will be invalidated! The RPO will be in the car barn, close to tools and supplies, with a team working steadily on it. So plan to join us then. This car is a gem! When it is added to our display collection you'll want to point proudly to the work you did on it.

The Fruit Growers Express wooden reefer is currently on the restoration track in the car barn. **Norm Hill** is doing a great job leading the last paint stripping and prep work prior to the car's final painting. **Frank Stites, Ted Kornweibel**, and **Daniel Kornweibel** (age 9) have added their labor to get the completed car out of the shop by November so the RPO can be moved in. We need your help. It's cool in the car barn now, so no excuses. Join us any Saturday. If a nine-year-old can help, so can you!

That's the rundown on the usual. But "unusual" restoration by **Steve Wade, Charles Alban**, and **Norm Hill** is transforming the interior of the car barn into a (1) clean and safe work area, (2) comfortable lounge area, and (3) attractive display area. It's amazing what scrubbing, painting, sweeping, and other humble chores can do. Even the floor in the lunchroom has been painted! In addition, **Norm** and **Ken Faller** have been whippin' the weeds outside and hauling surplus items to storage in the "back forty". **Steve**, who's been putting in 40-hour weeks at Campo, is ready to lead the troops in finishing the exterior siding before winter weather assults us. Come out and thank him and then pitch in to help button up the building. I know, this project doesn't have flanged wheels or make smoke, **but it is restoration!!!**

SUPPORT YOUR LOCAL RAILROAD MUSEUM

SP BALDWIN TURBOS WORKED ON SD&AE

by Bill Schneider

Baldwin-Lima-Hamilton locomotives similar to the Museum's Oregon & Northwestern #1 were once used by the Southern Pacific on its San Diego & Arizona Eastern subsidiary running through Campo. They were DRS-6-6-1500/1 locomotives built 1948-1950 (the very first diesels on the SD&AE), and early-model AS-616s built 1950-1952. Our Museum is seeking photos of them on the SD&AE. Can you help?

According to former BLH Sales Executive **John Kirkland**, some of the DRS-6-6-1500s were to have been lettered and numbered for SP's SD&AE, Northwestern Pacific, and Texas & New Orleans subsidiaries. However, the orders were changed even before they were prime painted, and only the T&NO units were so lettered, the rest being numbered into the SP #5213-5227 series.

Those fifteen SP DRS-6-6-1500s and SPs 51 AS-616s (#5228-5278) all had Commonwealth staggered trucks, friction bearings, and the earlier-style lower hoods, and are therefore quite different in appearance from our ONW #1, which has Trimount trucks, roller bearings, and a higher hood. The DRS-6-6-1500s also had narrower underframes than the AS-616s, and 1,500 HP 608SC engines, not the AS-616's model 608A ones.

Because SP used AS-616s on the SD&AE, it has been suggested we repaint ONW #1 in SP colors for its use on our SD&A Museum railroad, which uses those same tracks. Others have said that since ONW #1 is so different in appearance from SP's early-model AS-616 locomotives, and had only one paint scheme for its entire life, it should keep its present colors. They add that if we wanted to repaint it in SP colors, we should have bought one of the ex-SP AS-616s! Some of them want its original BLH demonstrator lettering restored, but others prefer that its present ONW one-owner lettering be retained. So there are three choices.

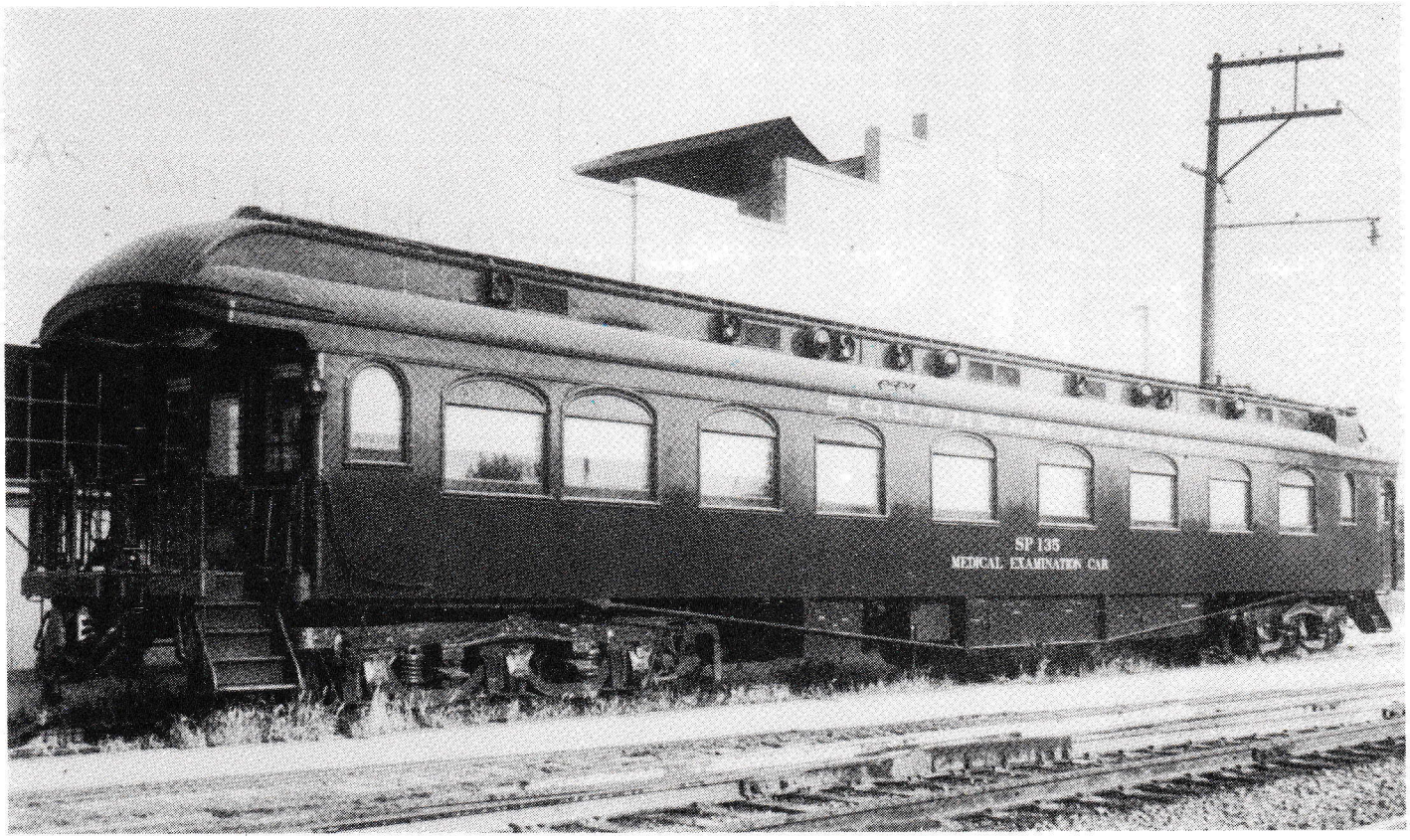
Right now that is not a burning issue - just something to think about. ONW #1s current paint looks good except for its left hood-side lettering, and we have a lot of other equipment with much higher paint priorities, especially our Fairbanks-Morse H20-44.

WHERE IS IT???

by Bill Schneider

Four Museum locomotives have passed through the National Transportation Group, Rail Service Division storage facility in Utah, confusingly referred to in various rosters as being at Hill Air Force Base, Tooele Army Depot, and Ogden. To clarify its location, the facility is at Hill Air Force Base at Clearfield, Utah, seven miles south of Ogden. However, the rail facility is under the command of the Tooele Army Depot (pronounced "Too-ella"), about 63 miles away, southwest of Salt Lake City.

"NEW" SD&A #050 PHOTO RECEIVED



THE LATEST ADDITION to our Museum files on SD&A #050 "Carriso Gorge" is this photo of it taken in San Jose, CA on April 26, 1947, only two years after it had become SP Medical Examination Car #135. Photographer **Will C. Whittaker** contributed many photos to **Bob Hanft**'s book San Diego & Arizona - The Impossible Railroad and many other books and publications. His father worked for the SD&A, and also took many photos in the Carrizo Gorge, and on the SD&A.

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