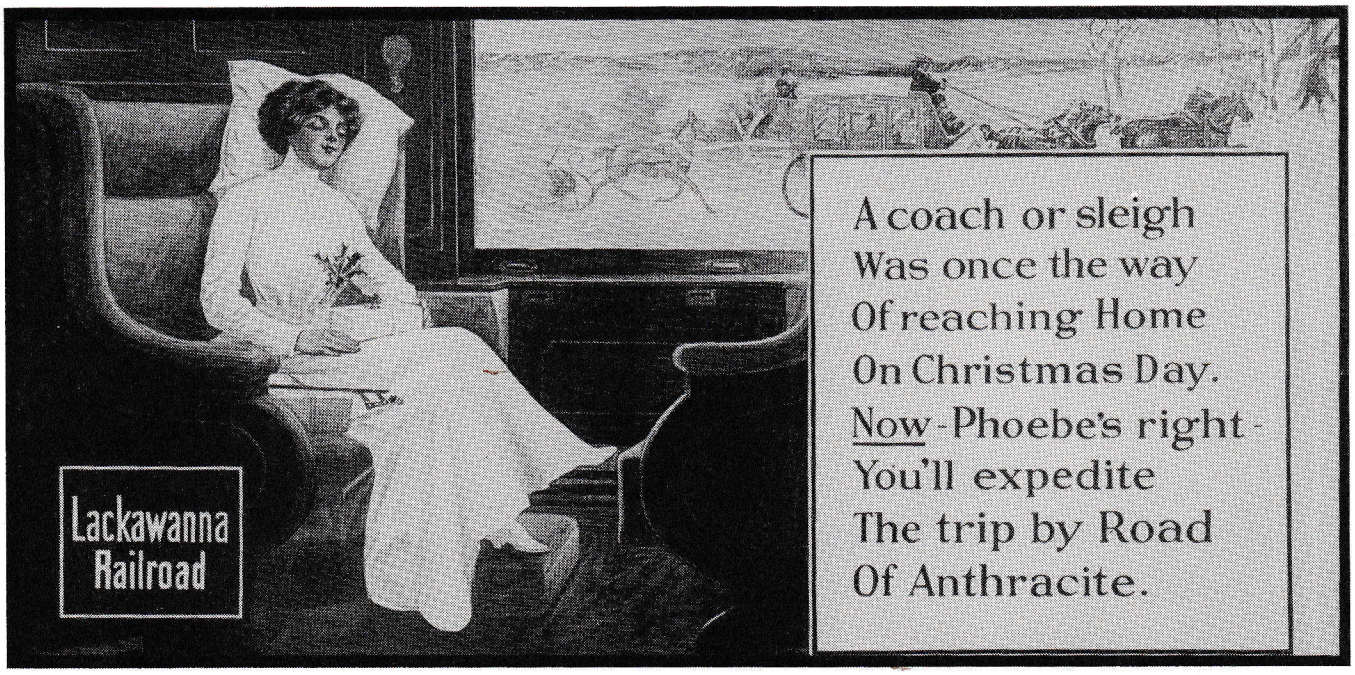
NOV-DEC 1991

REPORT

NO. 232

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



We hope this historic train car card featuring Phoebe Snow brings a bit of seasonal nostalgia to you, and reminds you that our Museum owns six cars that once ran on Miss Snow's "Road of Anthracite". This issue contains the story of those cars, and also the lovely lady's biography.

Photo-Railroad Museum of Pennsylvania Coll.

BOARD MEETING MINUTES

by Chop Kerr, Secretary

The following are minutes from the Board of Trustees meeting held November 26, 1991.

Board President **Dan Marnell** described a recent investors and shippers special train excursion on a short line operated [in Arizona] by PSRMA's past vice president, **Dave Parkinson.** Three trustees and our Executive Director attended. He also outlined potential disposition of **Tom Sefton's** many collections of toy trains and other memorabilia to candidate organizations, some of which are local.

Executive Director **Kay Carter** discussed recent correspondence about a Report article on the Shay locomotive, also a letter received from a very satisfied visitor to Campo, praising the volunteer staff. Two unbudgeted expenses were evaluated, (1) medical bills related to a speeder accident and (2) a medical claim submitted by a person who fell and was injured at the June 15th Bar-B-Q.

Director of Operations **Denby Jones** was not able to attend, so **Kay Carter** gave his report; (1) weed clearing along the SD&AE right-of-way is progressing to the satisfaction of the California Division of Forestry; (2) there is a proposal to the SD&IV for a joint weeding effort; (3) spark arrestors are needed on all operating locomotives; (4) better management of the volunteer force is needed on special work parties.

Treasurer **Bob Eikel** noted that as of September 30, 1991, anticipated income of about $280,000 has actually been $295,000. Expenses have been much less than budgeted.

Action Items:

1. The Museum Master Facilities Plan was adopted.

2. Results of the recent election were ratified [posted in another article].

3. Accepted the nominating committee's recommended slate of officers for 1992 [also posted in another article].

4. Approved the proposed SDRM budget for calendar year 1992. Income and expenses totaling $481,000. Income prediction based on increase of Miller Creek train fee for adults to $10, while retaining current membership base with increased corporate members.

5. Approved Staff recommended loan agreement with **Mike Reneau** for $6,000, term of 6 years at an interest rate of 1% below prime rate at time payment is due.

Non-Action Items:

1. Discussed successful gift shop operations by **George** and **Nancy Boggs.**

2. Outlined Grossmont Center Christmas Project for the Museum presence through December 24th.

3. Resignation of Board members **Art Sherman, Robert Kern**, and **Bill Schwartz.**

4. Discussed unsatisfactory situation of high fees imposed by the Mexican railroads when Museum equipment is operated in Mexico. Negotiations are underway to resolve the problem.

5. Presented situation regarding installation of a switch from the Old Town Trolley Line to allow a spur to be built for a display track under the portico of the baggage building at the San Diego Santa Fe Depot.

6. Presented proposed schedule of one special train trip on the first Saturday of each month. Possible trips to Jacumba and Tecate were discussed.

There were no committee reports at this meeting.

Adjourned at 9:30 PM.

Note: Complete Board minutes are available for reading at the Museum office. Personal copies may be had by sending $1.00 and a stamped return addressed legal-size envelope with $ .75 postage affixed, to the secretary at the Museum office.

OUR ANNUAL DINNER AND AWARDS BANQUET

Will Be Held on March 20, 1992

At TOM HAM'S LIGHTHOUSE

Details Will Be In The Next Issue Of The "Report"

BOARD ELECTIONS

A recent action by the Museum's Board of Trustees, approved by the membership (you), has resulted in an increase in the size of the Board by an additional nine (9) members, as elected by and from the Museum membership.

A total of 1,200 ballots were mailed (plus another 3 picked up at the Museum Office). Of this total, 284 ballots were cast (23.6% of the total mailed and picked up).

The ballot included a by-law change submitted for your approval. Eighty-eight percent of you voted in favor of the change.

Nine new members elected to the Board are (in alphabetical order within each group);

Elected to three-year terms were: **Norman Hill, Ann McVeagh**, and **Dick Pennick**;

Elected to two-year terms were: **Harry Doering, Bruce Semelsberger**, and **Larry Williams**; and

Elected to one-year terms were: **George Boggs, Corrine Gallagher**, and **Jeanie Jones.**

Results of elections and by-law change approval were counted by members of the nominating committee and verified at their November 25, 1991, meeting.

The nominating committee also presented their proposed slate of Board officers for 1992, also ratified at the November 1991 meeting, as follows;

President	-	**Dale Busch**
Vice President	-	**Robert Hinshaw**
Secretary	-	**Chop Kerr**
Treasurer	-	**Larry Williams**

(At the risk of bringing up a sensitive subject, but at the same time hopefully reducing the number of questions to the Museum Office, the top vote getters in the Board election were **Larry Rose** and **Jim Lundquist.** Upon being notified, both declined to serve. - Editor)

SCHEDULED BOARD MEETINGS FOR 1992

As you all should know, Board of Trustees meetings are open to the membership. They are held in the Trust Department of the San Diego Trust & Savings Bank , 530 Broadway, San Diego, beginning at 7:30 PM on the following dates:

January 28th	March 24th
May 26th	July 28th
September 22nd	November 24th

GOOD OLD FASHIONED GRUNTWORK

TO BENEFIT OUR MUSEUM

by Michael Reading

Starting in late November, 1991, and continuing thru the present, the Mechanical Department has been disassembling the Traction Motors that came off the Delaware, Lackawanna and Western electric commuter cars as they were being converted into the San Diego & Arizona coaches #250 - #254.

By separating the various metals (copper, steel, brass, cast iron, and aluminum) in these motors, we will be able to get a **much** better scrap price for the materials (and we have a buyer already lined up).

Funds to be received from these metals have been dedicated toward the paving of Parker Road from Forest Gate Road to the entrance of the Campo Depot parking lot. This will complete the major requirement needed to comply with our original Master Use Permit from the County of San Diego and allow processing of our permit request for the new Display Building.

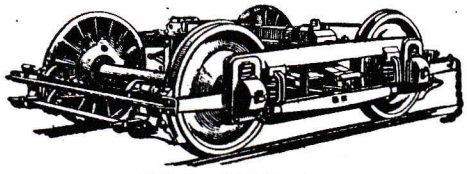
For helping with this 'down-and-dirty' work, a BIG THANK YOU goes to **Denby Jones, Mike Panger, Mike Reneau, Dick McIntyre, Mike Reading, Steve Wade**, and **Charles Alban.**

This job is slightly less than half done, so more help is needed. The sooner it is finished, the sooner the money will be available to do the paving, and the sooner we can get the permit to begin construction of our new Display Building.

J. G. BRILL COMPANY, Philadelphia, U. S. A.

TRUCKS for STEAM ROADS

AN EASY RIDING CARRIAGE



OUR No. 27 TRUCK

In use on several steam roads. Steady under the brakes at all times. Ordinary trucks easily and cheaply changed to the new form. Little flange friction. Great increase in strength. The first improvement in 25 years in passenger trucks.

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'S TOUGH LACKAWANNA CARS JUST KEEP GOING, and Going, and going...

by Bill Schneider

When you retire, you're through working, right? **WRONG**, as many of our retiree members can attest! That's also true for our six "over-60" sturdy Pullman green ex-Lackawanna Railroad passenger cars from New Jersey that form the backbone of our SD&A operations.

The oldest of these cars (now SD&A #255) was built by Pullman in 1925 as part of Lot #4837 as an open-end low-roof steel commuter coach with rollover (or walkover) seats. Built for the Delaware, Lackawanna, & Western Railroad's northern New Jersey commuter service as DLW #211, it served on steam-powered trains until converted in 1929 at the ACF plant in Berwick, PA into a trailer car for use on Lackawanna's newly-electrified Morris & Essex division. Its ends were closed, motorman's controls and headlight installed at one end, a rooftop jumper-line connection made at the other end to a semi-permanently coupled electric-powered car, and it was renumbered DLW #2211. It weighs 109,000 lbs (54.5 tons).

The Museum's other five ex-Lackawanna cars were among 141 built by Pullman in 1930 as 84-passenger low-roof electric commuter cars, each powered by four GE 1,500-volt DC motors rated at 255 hp each, which enabled them to accelerate at 1.5 mph per second to a top speed of 67 mph. They received electricity from overhead catenry wires through collapsible pantographs, similar to those used today on the San Diego Trolley. Made of copper-bearing steel with round-edge aluminum parts to avoid injuries and reduce rust,



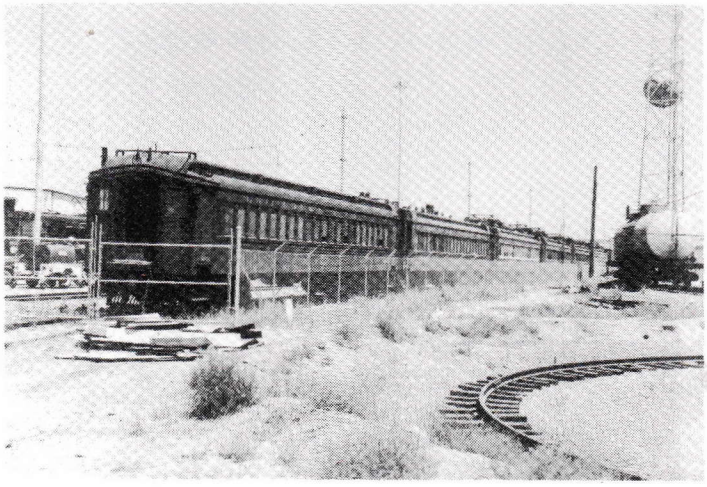
Multi-talented **Larry Rose** applies the lettering (using original SD&A patterns found in our "dumpster collection") in July 1986 to the first ex-Lackawanna car installed on the Museum's demonstration railroad. The roof still needs some work, but its windows have been replaced. photo-b.schneider

these cars originally weighed 148,200 lbs (74.1 tons), have composite floors for easier cleaning, four-wheel trucks with Timken, Hyatt, or Brenco bearings, Hale & Wilburn rollover seats, and spherical-globe light fixtures. Four electric fans, later removed by the Museum, were mounted near the ceiling of each car. Each had a rooftop jumper-line connection to a trailer car at one end, and motorman's controls and headlight at the other. Our cars were numbered DLW #2581, 2583, 2584, 2585 and 2586.

On September 3, 1930, **Thomas A. Edison** was at the controls of the first of these new electric trains from the Hoboken ferry terminal to Montclair, and on January 25, 1931, **all**-electric operation commenced on the M&E division to Dover and Gladstone via Summit. For 54 years these cars served faithfully, providing pollution-free, all-season, on-time performance that was legendary. It was so reliable people could literally set their watches by it!

Unfortunately, not even the finest commuter service is profitable, and on October 17, 1960, the bankrupt DL&W and Erie Railroads merged to form the Erie-Lackawanna. The cars were not repainted (no money), and "Erie" was added to their letterboards to the left of "Lackawanna", giving them an unbalanced look. Their numbers were changed from 2000 to 3000 (DL&W #2211 became EL #3211, etc.). The Erie-Lackawanna became part of the U.S. government-controlled Conrail on April 1, 1976 (some wags noted it was April Fool's

more next page



LACKAWANNA LINEUP at the San Diego Trolley yards in June 1985. The first car is the trailer car built in 1925 and now SDA #255. The others are motorized power cars built in 1930. At left is a new San Diego Trolley LRV; at right, the tank car used for fuel storage in the SD&A/SD&IV yards (ex-NWP #MW-849) for many years and now in Campo, a recent Museum acquisition. photo-b.schneider

lackawanna continued

Day!). On December 10, 1979 state-owned New Jersey Transit became owner of the commuter lines, although Conrail continued to operate the trains until the DC electric system was replaced by AC August 24, 1984. The old cars were replaced by new "Jersey Arrow" commuter cars, retired, and stored at Mahwah, NJ.

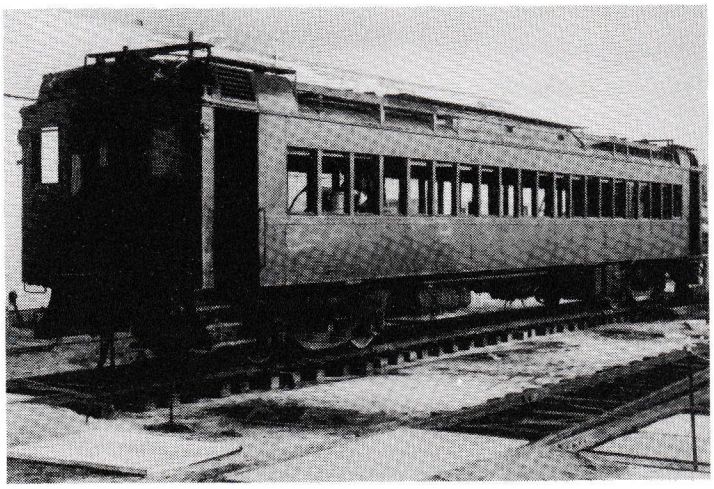
During the cars' New Jersey Transit ownership, NJT #3583 was repainted green, #3581 and 3586 painted maroon with cream window trim, and the interiors of all three painted cream with brown seat frames (but no name on their letterboards). The exteriors of the other three were not repainted, and they retained their Erie-Lackawanna lettering, although the interior of #3584 was repainted cream with green seat frames, and #3211's cream with brown seat frames. Number 3536 was used as a smoker, and retained its dark red/brown interior. The cars' rattan seats were replaced with vinyl ones at various times. All the cars looked bad by 1984.

In January 1985 the PSRMA purchased the six cars for a total of $12,962 for use as coaches on our planned San Diego & Arizona Museum railroad, as their sturdy construction, openable windows, and rollover seats made them excellent choices for this service. And the price was a terrific bargain! **Jim Lundquist**, then the Museum's Executive Director, handled the purchase and did an outstanding job of arranging the transportation of the six cars 3,536 miles from Mahwah to San Diego **free-of-charge**! Museum member **Paul Bortell** and assistants **Jeff** and **Joe Ashman** travelled to Mahwah at their own expense and prepared the cars for their trip in below-zero temperatures, and where also able to obtain some replacements for parts (such as ceiling fixtures) that were missing or had been vandalized.

On March 12, 1985 the cars left Mahwah on Conrail via Buffalo to St. Louis; Missouri-Pacific to Kansas City; Union Pacific to Colton (and when the Santa Fe wouldn't accept them, to East Los Angeles for repairs, and then back to Colton); and then Santa Fe to San Diego, where they arrived May 29th and were stored in the MTDB's San Diego Trolley yards. (I was the first Museum member to see them in San Diego county, as they rolled through Camp Pendleton!) Enroute, they were further vandalized, with windows and doors broken, seats slashed, and parts stolen.

During the next year the six cars were cleaned and repaired in the trolley yards by many Museum members led by **Jim Hamill**. Some pentographs, controls, heaters, windowshades and other non-essential fittings not needed for their planned use were removed, and the electrical equipment given to the Bay Area Electric Railroad Association at Rio Vista, CA. Even the fans were removed, as they couldn't be used without electricity. Some windows, frames, and seats were also removed, repaired, or replaced on some of the cars. Later, after being moved to Campo, the rest of the above mentioned items, including the traction motors, were removed.

In June 1986, #3581 and #3586 were trucked to Campo, and after further work and Pullman



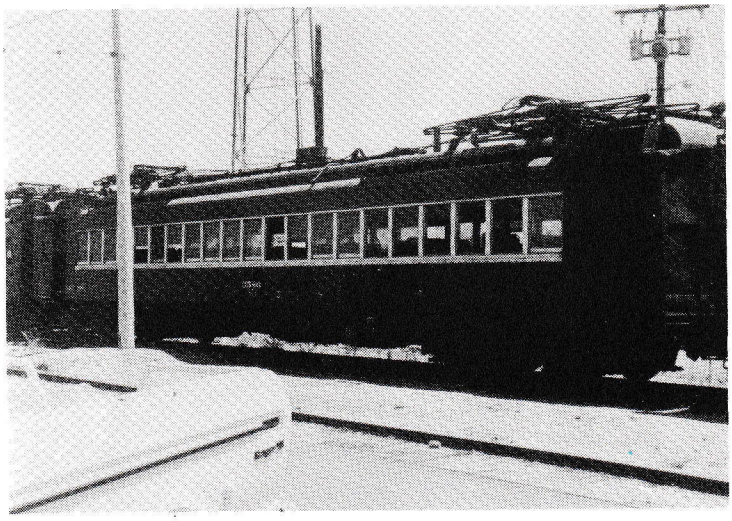
The first Lackawanna car to be converted (ex-#3586, now SDA #250) sits outside the Campo carbarn in late June 1986 minus its windows, which were removed and replaced by **Jim Hamill**. The car had been sandblasted and painted Pullman green by Museum volunteers led by **Norm Hill**. photo-b.schneider

green repainting, #3586 became, in July, the first Lackawanna car installed in service as an SD&A coach on Museum trains. Report No. 198 noted that though they would not be preserved in their original condition because of planned utilization by our operating division, "...the cars will retain their original numbers", as had been done with diesel #1809 when relettered for our SD&A, and was appropriate in view of these cars' Museum ownership and legacy. So it was a surprise when our first converted SD&A coach was then numbered #250, because it was "...the next coach in line on the SD&A's 1927 passenger car roster"!

On February 28, 1987 #3211, 3583 and 3585 were brought to Campo on "Great Freight II" and #3584 (left behind with flat spots on its wheels) came up in March on "Great Freight II-1/2". During 1987 and especially early 1988, virtually every Musuem restoration and mechanical worker, led by Equipment & Restoration Superintendent **Norm Hill**, was engaged in the work of converting all these cars into coaches for use on the Museum's SD&A railroad. Their windows, frames, seats, hardware, trucks, and wheels were removed, cleaned, repaired, and replaced, most roofing replaced, brakes and mechanical parts serviced and in some cases replaced, and the cars sandblasted and repainted inside (cream with brown trim) and outside (Pullman green with gold lettering). To name all the workers involved in this gigantic task would be impossible - we'd miss too many. But we owe each and every one of them a **tremendous** debt of gratitude!!! Number 3211 was renumbered as SD&A #255; #3581 as SD&A #252; #3583 as SD&A #251; #3584 as SD&A #254; and #3585 as SD&A #253. And they all came out looking great!

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LACKAWANNA/SD&A PHOTO PAGE by Bill Schneider



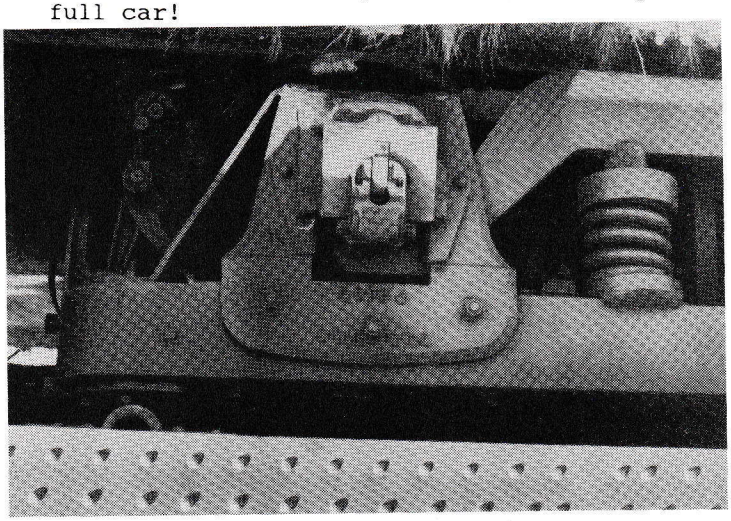
New Jersey Transit #3586 (later the first ex-Lackawanna car converted by the Museum and now SDA #250) at the San Diego Trolley yards in June 1985. It was one of two Museum cars painted maroon with cream window trim and black roof by NJT. Or was it red with white trim that had darkened with age and lack of cleaning? It still has its pantographs in this view.



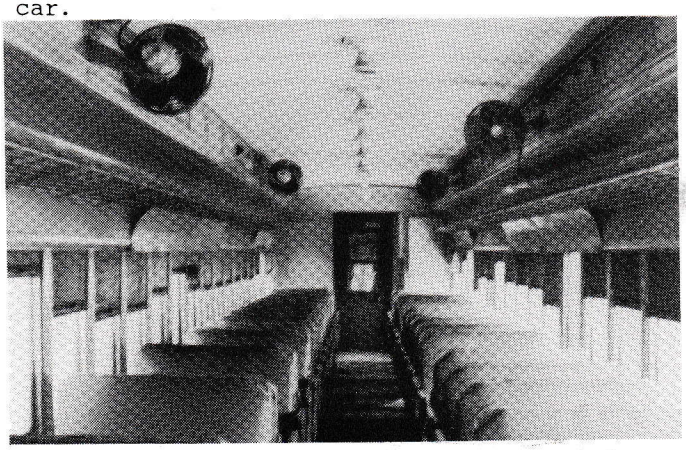
Still working hard even in its "retirement", 61-year-old SDA #251 is still a "youngster" compared to these World War II veterans and their spouses who rode it on a Museum special to Hipass 12 October 1991 during the 50th Anniversary Commemoration of the establishment of Campo Lockett at Campo. A full car!



Museum expert **Jim Cook** tests the air brake lines on SDA #254 at Campo on 18 May 1991. Note the roof ends on this former motorized car.



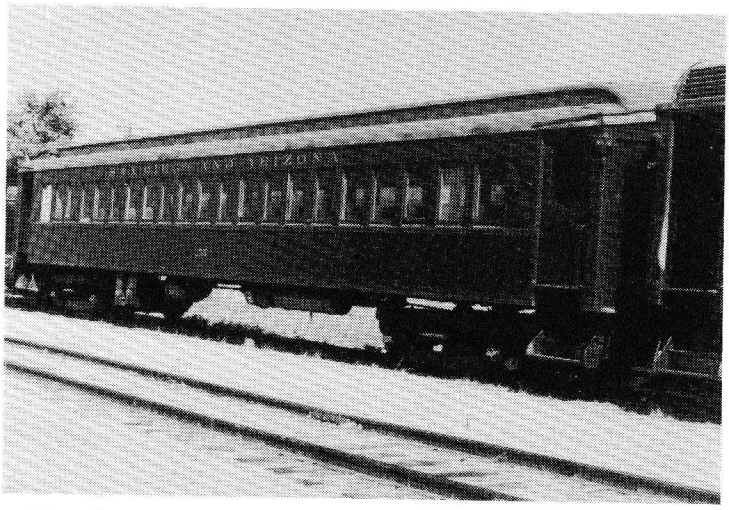
The trucks of SDA #255 (our only ex-Lackawanna trailer car) have "DLWRR P6468" castings and "NATIONAL FLEXO" on the bearings.



Interior of NJT #3583 (ex-DLW #2583 and now SDA #251) on 27 January 1985 in storage at Mahwah, NJ. Note the electric fans, window shades, and advertising card holders.



Beautifully refurbished and repainted cream, the interior of SDA #252 is shown during a Miller Creek run in August 1990. **Dick Ruppert** is the Conductor, and **Ann Ruppert** (right rear) is the Trainman.



SDA #255, formerly a Lackawanna trailer car built as a coach in 1925, is seen in this 13 October 1990 view. It can be easily distinguished from our five 1930-built motorized cars by its roofline, very obvious in the above photo. photo-b.schneider

One of the primary reasons for the "crash" program of converting these cars was **Railfair '88**, the Museum-sponsored exhibition at Santa Fe's Wright Street yard in San Diego, May 5-8, 1988. All six cars were ready (some just barely), and carried a full load of passengers from Campo to San Diego on April 30, 1988, astonishing many onlookers as the train rolled along the San Diego Trolley line from San Ysidro to the SD&IV's downtown San Diego yards, where they were greeted by a dixieland band, television cameras, and a large crowd - a rare moment of glory for these usually anonymous cars. They returned to Campo May 14th, again carrying a full load of passengers from San Ysidro to Campo.

These durable artifacts on wheels have also been used on Museum excursions to Hipass, Jacumba, the Carrizo Gorge, Tecate and San Ysidro, as well as being in constant use on our regular runs to Miller Creek. They're worth their weight in gold to us (wish they were gold!), and are well-maintained by a great maintenance force of Museum volunteers.

If you're a model railroader, the 1991 Lionel catalog lists models of both a power and a trailer car in their original Lackawanna configurations. With a few modifications, they could look like the Museum-owned cars!

* * * * * * * * *

Material for this story was obtained from the author's personal collection; Reports; and Museum files compiled by PSRMA Life Member **Larry Rose**; and additional information provided by **Jack May**, Vice President of the Electric Railroad Association of New York. Thank you - and thanks to all who helped our Museum obtain, convert, and use these great artifacts from "The Route of Phoebe Snow"!

NEW NEWS ON AN OLD STORY

Every once-in-a-while I receive a letter from a member, and if nothing else, at least it tells me that this rag gets read. This time, the letter was a delight, because it was from someone who knew first hand about an earlier article topic that was lacking some important details. The letter was from **Bill Garner** of San Bernardino (CA), and he was apologetic for not writing sooner because of his involvement with the restoration of Santa Fe locomotive #3751. **Bill, don't ever apologize for anything when you have an excuse like that - you and your co-workers should enjoy sainthood for your efforts.**

Anyway, Bill wrote to let us all know about the train wreck photo in the JAN-FEB 1991 issue of the Report. He wrote;

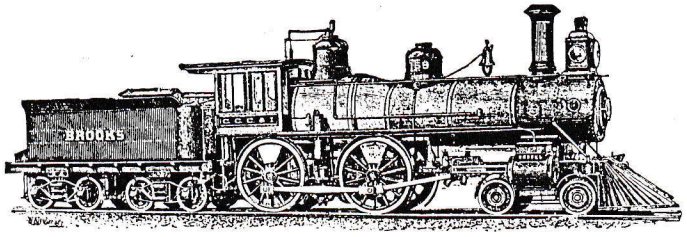
"On page 14...I noticed a picture of a wrecked locomotive and a wrecker. The caption read, 'Unidentified train wreck...' I instantly recognized the engine and the wreck. It was the wreck of [Santa Fe] Extra 1676 West near Del Mar. The wreck occurred at 8:45 PM on Dec. 31, 1940 at about 8 poles east of MP-245. The train was in [the] charge of Conductor **Ray Light** and **Glen Dunham**. The train had 40 cars, a caboose and engine 1676. It had been rainy and as the train approached the point of derailment, they were going about 30 MPH. The engineer **Dunham**, fireman **Walden** and head brakeman **Williams** were killed as they were in the cab as the embankment gave way."

Bill is PSRMA Life Member #44, and has a complete report of the investigation of this wreck, as he was in charge of clearing out the Superintendent's office when it was remodeled before he retired. His collection includes all old Time Cards from October 1887 up to that time. He spent 40 years with the Santa Fe, his seniority dating from National City, June 12, 1926.

In the mid-1950s, Bill said he made acquaintances with several SP enginemen, and was allowed to fire various engines, two of them were SD&A #105 and 106.

Bill also made mention of other items in his collection, which leads me to mention that at whatever time he gets tired of looking at all those memories, the head librarian of our Research Library, **Roy Pickering** would just love to hear from him.

Bill, it was a pleasure to hear from you, and if you're finished with #3751, we have a beautiful SP ten-wheeler at Campo just waiting for someone like you to help bring back to life (we have SD&A #104 too but that's another story). [editor]



AROUND THE MECHANICAL DEPARTMENT

by Michael Reading

Since taking over the reins of the Mechanical Department in July 1990, I have come to rely on a group of people who, at times, have gone above and beyond the call of duty, in helping to maintain the locomotives and cars used by the Museum for our Miller Creek Demonstration Trains, our movie and commercial work, and other projects involving the Restoration, Facilities and Interpretation Departments.

I have been remiss in thanking these guys for their hard work and continued involvement with the Mechanical Department. I want to say THANK YOU to **Steve Link, Denby Jones, Mike Reneau, Barney Barnier, Jim Callahan, Stan Paulsen, Jeff Duncan, Jim Cook, Dick McIntyre, Mike Panger, Tony Neece, Jim Hamill**, and **Bob Haney**. If I have forgotten anyone, I apologize and will make sure you are recognized in future articles. THANKS, GUYS, you all deserve a great big pat on the back.

At this time, I would like to announce that on Saturday, January 11, 1992, the Mechanical Department will hold a planning meeting at the Museum in Campo, starting at 10 AM. I invite all interested members to attend, as well as other Department Superintendents and staff, EVERYONE, to discuss Mechanical Department goals, ongoing maintenance and related problems, upgrading of existing service/maintenance/repair facilities, planning for new facilities related to Mechanical Department activities, which will also benefit the other departments of the Museum.

We are going to have a long list of projects to work on this next year and we are going to need some help to accomplish them. If you are interested in helping, plan to attend the January 11th meeting at Campo, or if you want more information, call **Mike Reading** after 7 PM, weeknights, at (619) 277-5168.

The following is a partial list of projects the Mechanical Department will be working on in 1992:

Ninety-three-, 368- and 736-day inspections on all locomotives used in our operations:

COT&S (Clean, Oil, Test, & Stencil) on all freight and passenger equipment:

Mechanical restoration - locomotives as well as freight and passenger equipment in conjunction with the Restoration Department:

Brake conversions on selected passenger equipment:

Facilities upgrade/new installation to be done in conjunction with the Facilities Department, such as the reassembly of the AT&SF 25-ton bridge crane, installation of drip pans, steam cleaner, and oil seperator system and the rebuilding of the existing inspection pit in the Car Shop:

Acquisition/installation of a wheel lathe.

If there are any projects that interest you, and you would like to help, please contact **Mike Reading** weeknights at the aforementioned number, or leave a message at the Museum office (619) 595-3030, 9 AM to 4 PM weekdays.

THE MECHANICAL DEPARTMENT OF THE
SAN DIEGO RAILROAD MUSEUM
WISHES EVERYONE A MERRY CHRISTMAS
AND A HAPPY NEW YEAR!!!

HAPPY RAILROADING AND SEE YOU AT THE MUSEUM

CHRISTMAS AT GROSSMONT CENTER

by Kay Carter

The holiday season has offered an excellent opportunity to create greater awareness for our Museum in the San Diego community. Not only were we featured in the Grossmont Shopping Center Christmas catalogue, but the Center provided space for us to set up a large exhibit at their "Holiday Express" promotion in the old Buffum's store. Volunteers generously gave of their time and persuasive talents to tell visitors about our Museum and promote the train rides. In addition to selling train tickets, we were able to offer gift shop items for sale just in time for the holidays. I hope you were able to stop by and see this impressive display.

Thanks go to **all** the volunteers who helped set up, staff the exhibit from November 23 through December 24th, 7 days a week and then take everything down that took days to set up and arrange:-**Denby Jones, Paul Westover, Roy Pickering, Bruce Semelsberger, Richard Dick** (who wins the prize for most hours spent talking about our Museum to all visitors!), **Harry Doering, Jim Friedlan, Cliff Pennick, Jim Baker, Steve Wade, Chop Kerr, Mike Reneau, Mary Ann Thompson, Carol Westover, Mike Retz, Mike Reading, Bob Eikel, Al Keevil, Jerry Gillam, Laura Emery, Jack O'Lexey, Dan Marnell, Bob Nickles, Randy Gibson, B.V. Parks, Maurice Fennell, Bob Cornett, Sally Anderson, Ann McVeagh, Art Paget, Al Brill, Lou Wolfgang, Ted Kornweibel, Jack Ringersma**, and **Don Livesay**. Additionally, thanks to our young "staff" who worked so diligently, putting in long hours to assist with Gift Shop sales. Everyone's dedication made this opportunity work for us!

And **SPECIAL THANKS** to **Carol Landis** of the Grossmont Center for her tremendous help, and **Jerry Windle** for the use of the Railway Express truck. It added a great deal to the overall exhibit and we appreciate the time and effort it took to squeeze it through those double doors. Thanks, too to **Corrine Gallagher** who staffed the office while Bobbie and I dashed back and forth with supplies and limited cash register expertise.

RESTORATION NEWS

by Ted Kornweibel

It's amazing the restoration work being done by a handful of zealots. Think of how much more could be done if a few others joined the team, even those who can only come out to Campo once or twice each month.

Much progress was recorded by restoration troops at the recent all-museum work day. **Ted Kornweibel** helped feed breakfast to the early shift and nobody died from eating his Alaska sourdough waffles made from a 75-year-old culture. After chow, **Frank Stites, Ken Faller, Jim Hamill**, and **Ted** attacked the RPO car's trucks with grinders and needle guns, succeeding in completing one wheel-set by day's end. Since that time, **Jim** and **Frank** have put in more hours working on the second one. Both trucks will soon be ready for reassembly, thanks also to **Dick McIntyre** who made certain the compressor was ready for the job.

Meanwhile, **Steve Wade** and **Charles Alban**, who have adopted the car shop, mobilized everyone they could corral into attaching new siding to the car shop. Assisting them from the work party where **Paul Bortell, Duane Leal**, and **Al Keevil. Charles** and **Steve** have since made the entire exterior weather-tight, although there is still some siding to be installed.

The interior of the shop continues to be transformed, again spearheaded by **Steve Wade** and **Charles Alban**, who practically live there many weekends. Walls have been repaired and painted, with assistance from new member **Pier Beretta** from Italy, first-time volunteer **David Jones**, plus **Ray Lethbridge**, and **Ted Kornweibel. Ray** also painted the bathroom floors; what an improvement! The kitchen area has received similar care and is looking clean enough to use without fear of ptomaine. And those of you who haven't seen the lunchroom since **Jeanie Jones** made curtains and covers for the couches won't recognize the ex-dump. Now, wipe your feet before entering and keep them off the furniture or **Jeanie** will commission you a PLO (Permanent Latrine Orderly).

While we're handing out kudos, another BIG THANK YOU and pat on the back to **Steve Wade** for funding much of this work out of his own pocket. He's revived the old PSRMA spirit of digging deep to make this Museum thrive.

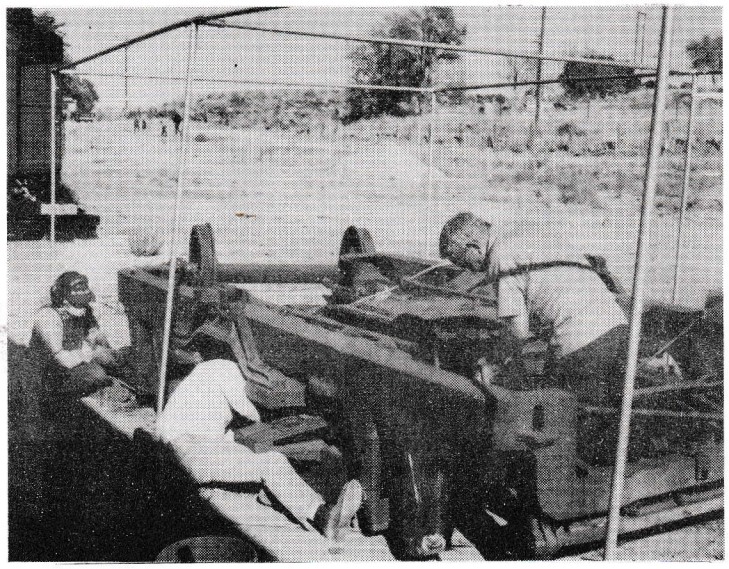
Charles Alban has also adopted the neon "Santa Fe" sign, cleaning it up. But he needs help. Anyone out there experienced in neon repairs, or who knows someone who can donate a repair for us? It would be a hoot to see that sign lit up! Bet it would convince a few visitors that this operation is worth their membership, too. **Charles** also deserves a round of applause.

The other major restoration project at Campo is the FGEX wood reefer. **Norm Hill** continues to inspire us with his dogged persistance, sanding the exterior in preparation for final painting. Here's another example of a guy adopting a project and not letting go until it's done. Others sanding the reefer have included **Frank Stites, Ken Faller**, and **Ted Kornweibel. Ted** and **Steve Wade** have replaced rotten portions of the siding, **Steve** doing a particularly neat job of milling new T&G for one end of the car and installing same.

There are always little projects that take time and skill, but can easily escape notice. Typical is the work of **Dick McIntire** in restoring two canvas first-aid stretchers for the SP caboose at the La Mesa Depot, and our partially-restored wood caboose, SP 644. **Dick** is another unsung hero. Another dedicated restoration supporter is **Roger Garrett** who lives in the Los Angeles area and can't come to Campo often, but is busy raising funds for our projects.

Planning for full restoration of private car #050, the "Carriso Gorge", is being spearheaded by **Jeanie Jones.** She and husband **Denby** traveled to the Sierra Railroad to photograph a sister car. A consultation was held with Short Line Enterprises' **Stan Garner**, who gave invaluable advice. A team is defining goals and objectives for funding and restoration of this gem; those involved besides **Jeanie** and **Denby**, are **Tony** and **Olivia Neece, Charles Alban, Steve Wade, Rich Borstadt**, and **Ted Kornweibel.**

How's this for progress with just skeleton crews? We'd sure like to see some of you old-timers who haven't been around awhile. Come on out and see how much has been transformed. And some of you reading this have been saying, "I'd sure like to get out to Campo to work some day." Now's your big chance. What more could you want? - a great wood-shop; spruced-up kitchen, bathrooms and lunchroom; a great-looking, weather-tight building; and a dedicated bunch of grunts to work with (even if some of them need a shave, speak with a funny accent, or listen to hillybilly music). Join the fun. This is railroading!!!



Frank Stites, Ken Faller, and **Jim Hamill** work on the trucks of AT&SF RPO car #74, seen in the rear, on November 16th. Hard, tough work!
photo-b.schneider

SUPPORT YOUR RAILROAD MUSEUM

by Kay Carter

In response to an article in the Fall issue, the Museum would like to thank **Steve Szabo** for his donation of $200 to the Parker Road paving fund. His donation kicks off this campaign drive. **Curtis Thompson** generously donated $500 to the Mexicali car restoration and $500 to #2353. SDG&E has forwarded a $200 check to the Museum for general operations. Both **Paul Bortell** and **Ed Duling** have graciously forwarded $1,000 checks for Campo facility improvements which have gone towards the new siding and Car Barn improvements. It is through the contributions and efforts of people such as yourselves that the Museum can develop and grow.

Just to remind interested members (in case you didn't save your last Report), a list of projects necessary to insure the continued development of the Campo site was included. Donations are being requested that will go towards making these projects a reality. A more detailed list of much needed donations will appear in the next issue. Critical for the Museum at this time are:

Tools and materials for the **wood shop** - $2000
Six-inch joiner, 18" planer and a shaper with autofeeder are needed:
Underwriting for the Jacumba cars - $2500
(relocation and stabilization)
Caretaker trailer remodel - $1000
RPO car restoration (Las Patronas Grant of $6000 in hand) Still needed - $6000

FROM OUR EXECUTIVE DIRECTOR

Dear Valued Members:

The Board of Trustees and Staff extend their very best wishes for a happy, prosperous 1992. May you and your families have a year filled with peace and goodwill.

During the year the San Diego Railroad Museum has taken further steps to broaden its community support and increase its professional evolution. Through your membership donations, you have played a significant part in our ongoing development and we thank you for your support in both time, effort and dollars. YOUR GIFTS HAVE MADE A DIFFERENCE to this organization and we hope you will continue to be a participant in the largest operating railroad museum in Southern California.

Kay Carter

VOLUNTEERS Of The MONTH

by Denby Jones

For November, I would like to select a very special lady for Volunteer of the Month. Her name is **Corrine Gallagher**. She has worked long and hard with Ann McVeagh on excursions, and these last two weeks while Bobbie was on vacation, despite medical problems, was in the office assisting Kay, answering the phones, and doing what she could to help keep things flowing smoothly. Thank you, **Corrine**, your help has been invaluable.

And for December, this individual has been with the Museum a long time. He was active with Mechanical, originally started trying to restore the #1820. He is part of operations and was one of the original crew of the original first run to Miller Creek. When anybody thinks of a Conductor, the first thought that comes to mind is an image of this man, **Dave Slater**. Recently he again was of assistance to Mechanical by insuring all support equipment was properly winterized for the cold Campo winters and by assisting in getting one of the pick-ups operational. **Thank You, Dave**, for your professionalism and dedication. They are greatly appreciated.

SPRING CLEANING

WHEN:	Saturday, February 8, 1992
WHERE:	SD Railroad Museum - Campo
TIME:	9:30 AM - 4 PM
WHY:	Because we need you!
HEAD HONCHO:	Norm Hill

POT LUCK SUPPER TO FOLLOW

A Campo Grounds Clean-up Day has been scheduled for Saturday, February 8th. Although this is rushing the Spring Cleaning schedule a bit, we need workers to assist in sprucing up the facility. Weed whips, rakes, and other tools of the trade will be provided, however you are encouraged to bring along any similar grounds equipment so that we can make the day as productive as possible. Please bring a pot luck dish to share for a dinner following. Bobbie and I fed approximately 50 hungry folks for lunch at the November 16th Work Day. Please come out and join us for a day of "Campo" labor and bring something delicious along with your appetite for dinner.

OUR ANNUAL DINNER AND AWARDS BANQUET
Will Be Held on March 20, 1992
At TOM HAM'S LIGHTHOUSE
Details Will Be In The Next Issue Of The "Report"

Friends of the Library

San Diego Railroad Museum • Research Library

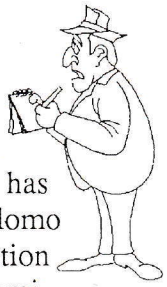
A division of Pacific Southwest Railway Museum, Assoc., Inc.

December 1991 Vol. 1 No. 1

Major Donation

Dr. Daniel J. Marnell donated his extensive collection of railroad books to the library. There are over 3000 titles, some dating to 1849. All of the books are in remarkable condition for their age. Researchers will find this collection a treasure house of information. Subjects such as Poetry, Cartoons, Photography, Studies, Biographies, and many how to books on railroading from the 1840's to the present.

From the Files of the SD & A RY



TELEGRAM • 22-25
Los Angeles July 2-30 1217pm
FL Annable --SanDiego Pres SD&A Ry
I just lear ned through some of my good friends at roompaper that Mr Abajo acasia abollam crosier commotion in your city has taken option on the property formerly aplomo by the roompaper goldenchain which option was formerly held by abarcan abatir abominated. I am wondering whether or not this does not mean further aplomo of roompaper fighting by the anteacts creed stop Shoejack subscribed some huskingpin for the cowparsley of this property. Possibly you are familiar with recent transactions but am passing this to you for whatever action you care to take. If I can help in any way by reciting some of the early history I will be very glad to do so.

A T Mercier 15 8PM

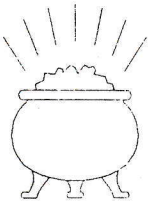
The Answer Is!

The above telegram was found in our collection of SD&A files. It has been typed just as it appears on the original. We have the translation but I challenge you to figure out what it says. I will publish the corrected version in the next issue. Also the answer to the telegram will be published.

How to Join FRIENDS

If you would like to **join** Friends of the Library and receive a newsletter every two months, highlighting plans, events, and interesting items found in the collection you can join for $5.00 per year or $50.00 lifetime.

Generous Donation



Life member No. 2 Ed Duling donated $1000 to the library in 1991. Thank you Ed for your generous support.

Copy Machine at Last!

We have finally found a copy machine. It is a Panasonic that will enlarge reduce and do 11 x 17 size. For less than $300 we have a good machine that should last a long time.

Carpet

The carpet that we have has been glued down thanks to Bruce Semelsberger. It covers most of the central area, but more carpet will be needed to put between the book shelveing.

Volunteers



Bruce Semelsberger, Laura Emery, Teri Marnell, Randy Houk, David Houk, Bob Underhill, Roy Pickering, Roy Barnes, Mike Reneau.

Season's Greetings from **the Friends of the Library!**

Editor: Roy Pickering, Director of Libraries
San Diego Railroad Museum
1050 Kettner Blvd.
San Diego, Ca. 92101
Home Phone (619) 462-3392

DENBY'S CORNER

Looking back over the past year, it has been one of change for our Museum. We now have a paid Executive Director in the form of **Kay Carter. Barney Barnier** has been transferred to South Carolina, and I assumed his position as Director of Museum Operations at Campo. **Ted Kornweibel** replaced **Norm Hill** as Superintendent of Restoration, **Bill Donovan** replaced **Robin Becker** as Superintendent of Steam, **Tom Meyer** replaced **Dick Ruppert** as Training Coordinator, and **Charles Alban** stepped down as Superintendent of Museum Services. **Diana Woods**, our Gift Shop manager was transferred to Arizona with her husband **Tom**, so **Galen** and **Carol Dyring** and **George** and **Nancy Boggs** stepped in to keep it going. Due to concerns of some Museum members about the existing administrative structure we had a major revision of the Bylaws, and a re-organization of the Board of Trustees to include elected members from the general populace of the Museum.

Mr. Ray Crapo presented a seminar on museum goals and objectives. Since his seminar there have been open meetings to re-define our Mission Statement, Goals, and Objectives.

These changes have not come easily. There has been a lot of blood, sweat and tears associated with a lot of them. But, being the type that believes a glass is half full, not half empty, I truly believe the results will be a more cohesive, more focused organization. It is my feeling that as a museum, we have taken one more step out of adolescence and into adulthood.

However, the one thing that remains constant are the members that continually donate their time to make this Museum function. I would like to mention all their names, but for fear of leaving someone out I would just like to say Thank You to you all, from Operations, Mechanical, Restoration, Facilities, Interpretation, Steam, Library, whatever your interest, **Thank You.** You are the people that make our Museum happen.

As for the material things, this year saw the arrival of three locomotives (a GE 44-tonner, a Baldwin AS616 road switcher, and an ALCo MRS road switcher), a Santa Fe caboose, a DODX 100-ton flat car, a diesel fuel tank car, the "Spanish Eyes" for our Mexican tours, and a Santa Fe Rail Postal Car.

To support our equipment and facilities we received a Case loader, and a 4,000-gallon fuel truck. The East lead has been installed and monumental progress made in cleaning up the area and finishing the Car Barn.

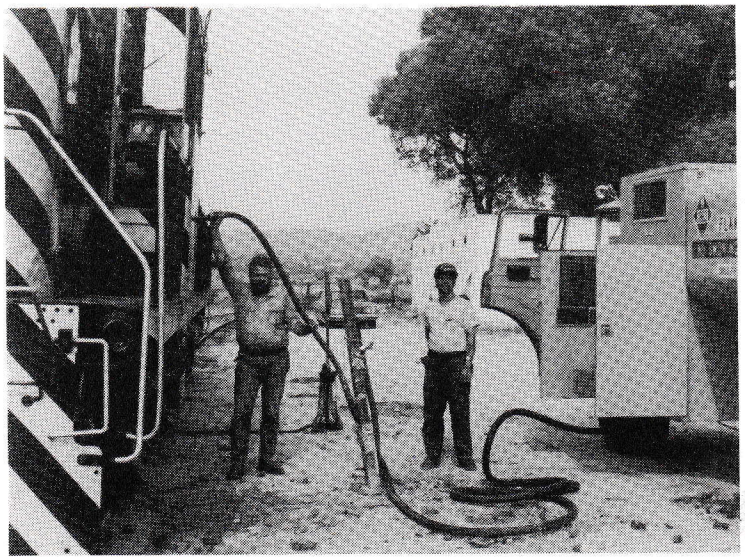
With the cooperation of **Dennis Kling** of the San Diego & Imperial Valley Railroad and his crews, we took the first passenger train from Tijuana to Tecate in many years, and made several trips from Campo to Tecate that have been well received.

Our excursion committee hosted a trip to Railfair '91, two trips to Copper Canyon, two trips to Puerto Penasco, and a Fiesta.

This is also the year we moved the Museum offices and library **twice**, and were finally installed in the Santa Fe Depot downtown.

Restoration is continuing, as funds permit, on #2353, the Postal car, the wooden reefer (almost finished), and plans for restoring the Carriso Gorge #050 are nearly complete.

So it has been a year of change, a year of struggle, and I believe a year of accomplishment. I can sum up my feelings by again saying Thank You to all of you, and I'll see you at Campo!!!



Mike Panger and **Mike Reneau** test our new fuel truck, donated by the Air Force. On November 6, 1991, we received 10,000 gallons of fuel donated by US Air. The following Saturday truck and crew pumped 262 gallons into Locomotive #2098 in less than 5 minutes. **Bill Niedrick, Barney Barnier, Mike Reneau, Mike Panger** and **Mike Reading** made this all happen. Many, MANY Thanks, guys!!!

I would like to take this time to mention three very special friends of our Museum:

Bill Kingston of the Whistle Stop model train shop in Hillcrest, **Rick Sherman** of Casa de Oro Auto Parts in Spring Valley, and **Elizabeth V. Walsh**, of DuPont Agricultural Products.

You may not see Bill at Campo, but he has been a supporter of our Museum for a long time. Recently, he made a sizable donation of material for the Gift Shop to help get it back on its feet.

Rick, in merging his Grossmont Auto Parts store with Casa de Oro Auto Parts, donated three truck loads of parts boxes and shelving to help us set up our tool room at Campo.

And Elizabeth and DuPont donated enough chemical to spray our right-of-way to keep it weed free.

Thank You one and all. Supporters like you we need; friends like you we cherish.

Denby Jones

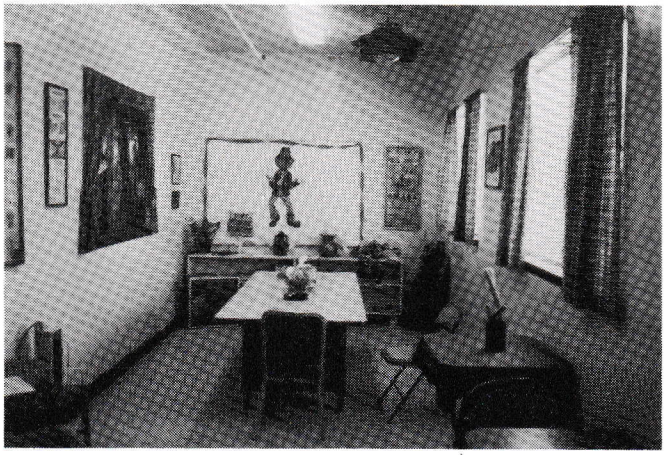
AROUND THE MUSEUM IN PHOTOGRAPHS by Bill Schneider



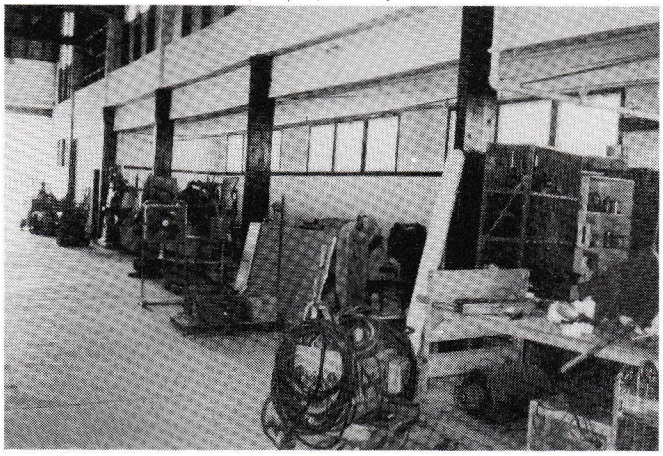
Frank Stites (left) and Superintendent of Restoration **Ted Kornweibel** hard at work weatherproofing the cupola of Union Pacific caboose #25247 on November 3rd.



Rich Borstadt, Ann McVeagh and **Sally Anderson** admire the historic marker dedicated by the Squibob chapter of E. Clampus Vitus on September 28th, for the **MTDB, SDRM** and **SD&IV.**



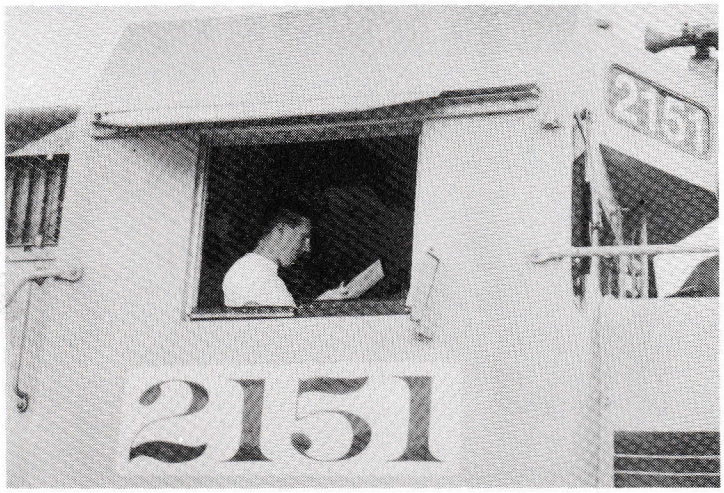
UNBELIEVABLE! The lunchroom/workers' lounge in the Campo carbarn was completely transformed by a thorough cleanup and repainting by **Steve Wade, Norm Hill,** and **Charles Alban**, and redecorated by **Jeannie Jones** - just in time for Hallowe'en!



The machine shop side of the carbarn also received a good cleanup and paint job last October. Come out and see how it's been transformed by a lot of "elbow grease" by Alban, Hill and Wade, and Associates!



"WORKIN' ON THE RAILROAD" has many meanings. For **Jenessa Wood** (left) and **Sean Schmitt** it meant selling snacks on sodas in U.S. Army Guard Car #G-10 on a hot August 31st.



SD&IV "Transportation Specialist" **John Patterson** checks his schedule at Tecate on September 21st while working a Museum Campo-Tecate Special.

RAILROAD BILL LOVES PHOEBE SNOW

by Bill Schneider



Phoebe Snow
1904



Phoebe Snow
Today (1947?)

I confess! I've loved Phoebe Snow since the day I first learned about her! Unfortunately, she's gone now, but I (and thousands of others) will always remember her cleanliness, warmth, and charm.

Dreamed up by the Delaware, Lackawanna, & Western Railroad 90 years ago, the mythical Phoebe was an advertising goldmine. Here's her biography, exerpted from the DL&W's Brief History of the Railroad about 1947:

Back at the turn of the century, when railroad travel was "in plush", although less refined than the service of today, an auburn-haired maiden, garbed in immaculate white and adorned by a dainty corsage of violets, made her bow on the American scene.

Her name was Phoebe Snow, and her sparkling-white dress and hat symbolized cleanliness of travel on the Lackawanna Railroad. The Lackawanna of those days was one of the few railroads whose locomotives took the "sin" out of cinders by burning hard coal instead of soft coal.

Penrhyn Stanlaws and other celebrated portrait artists glorified Miss Phoebe Snow with palette and canvas. Vaudeville vocalists sang her praises, poets and wags too, contributed to Phoebe Snow's popularity. Advertisements, set to rhyme and illustrated with action pictures of Miss Phoebe, appeared in profusion in street-cars, in magazines, and in newspapers.

Typical of these verses was the one in which Phoebe admitted:

"I won my fame and wide acclaim
For Lackawanna's splended name
By keeping bright and snowy white
Upon the Road of Anthracite."

But when Phoebe Snow had reached her peak of popularity someone started a war - the first of the two World Wars. Then the Government took over the railroads, which were ordered to burn soft coal. That order restored the forgotten cinders and grime of Lackawanna travel. Phoebe Snow and her garb of dainty white disappeared from the scene for 27 long years.

It was not until 1944, during the second World War, that Phoebe Snow was "reincarnated" by the Lackawanna. She reappeared in Lackawanna advertisements, reeling off jingles as in the old days. This time Miss Phoebe extolled the Grade A job her railroad was doing in the war effort. Gone were the debonair white hat and gown, also the pert bouquet of violets. The new Phoebe Snow - lovelier than ever - made her wartime debut bedecked in natty service uniform and jaunty overseas cap.

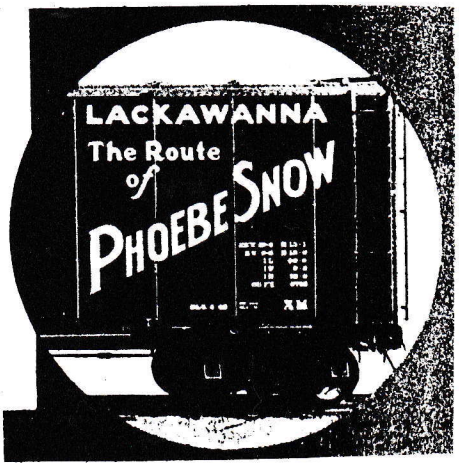
Today, new equipment bears the legend, "Lackawanna - the Route of Phoebe Snow." And like "Granny," an ultra-modern Phoebe Snow in glorified white uniform, soon will break forth in verse again to tell the story of Lackawanna's new super-speed Diesel locomotives and of its streamlined, air-conditioned trains which will provide clean, smooth-riding, speedy and safe travel.

Shortly after that flowery biography, the Lackawanna installed a new streamlined train on its 396-mile double-track mainline from Hoboken, NJ to Buffalo, NY, and named it The Phoebe Snow. The 8-hour daylight trip on smooth-riding rock ballast was a railfan's delight, passing through historic Morristown; the 28-mile "Jersey Cutoff" engineering masterpiece; the Delaware Water Gap; the Pocono Mountains; Scranton and its french renaissance station with marbled interior and 36 murals of DL&W railroad scenes (it's still there, and Steamtown is now nearby); the 2,375-foot long, 240-foot high Tunkhannock viaduct, longest in the world; the 11-span 1,600-foot Martin's Creek viaduct; Binghamton; the Susquehanna, Chemung, and Genesee rivers; and New York's wine country.

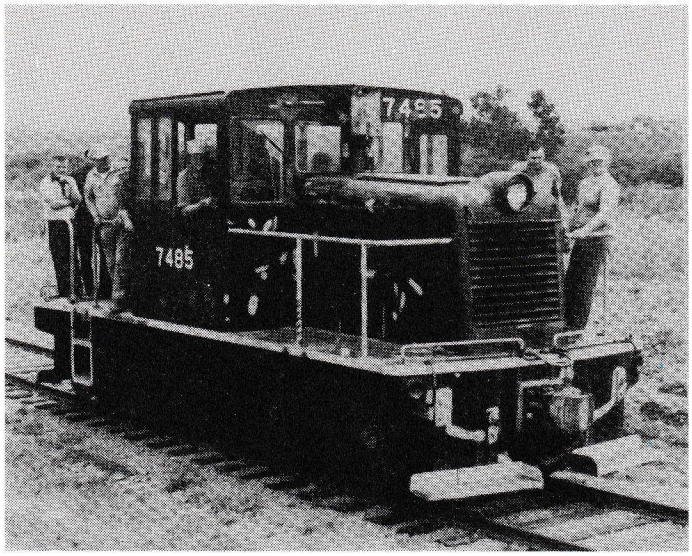
The all-lightweight train carried coaches, a full dining car, and a beautiful square-end tavern/lounge/observation car, all painted gray with maroon belt along the window posts. It also had a Parlor car eastbound and 10/6 sleeper westbound that continued to Chicago on the NYC&StL's Nickel Plate Limited. One of the greatest day trains in the nation, its demise in the 1960s was a sad occasion.

Today, as our Museum carries thousands of visitors in cars that once operated on the eastern end of Phoebe's railroad (with even cleaner electric power!), let's keep her tradition alive! And now;

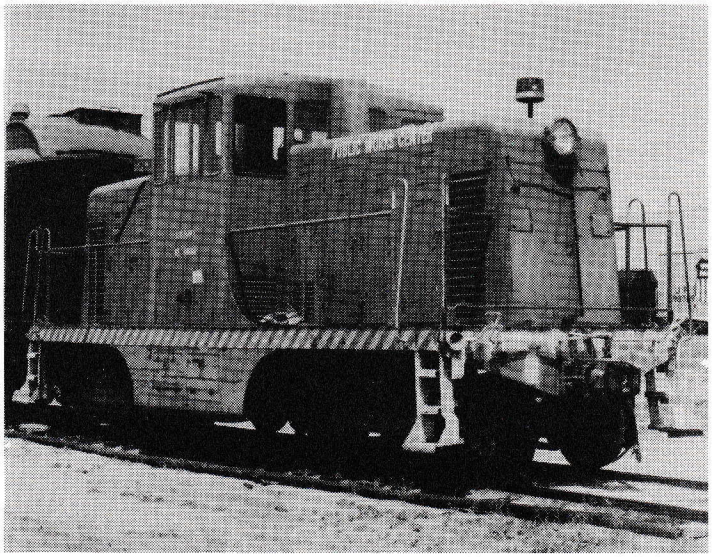
"It's time to go with Phoebe Snow
And view the scenes she loves to show
Each mile is quite a new delight
Upon the Road of Anthracite."



WORLD WAR II VETERANS CELEBRATE 50th ANNIVERSARIES

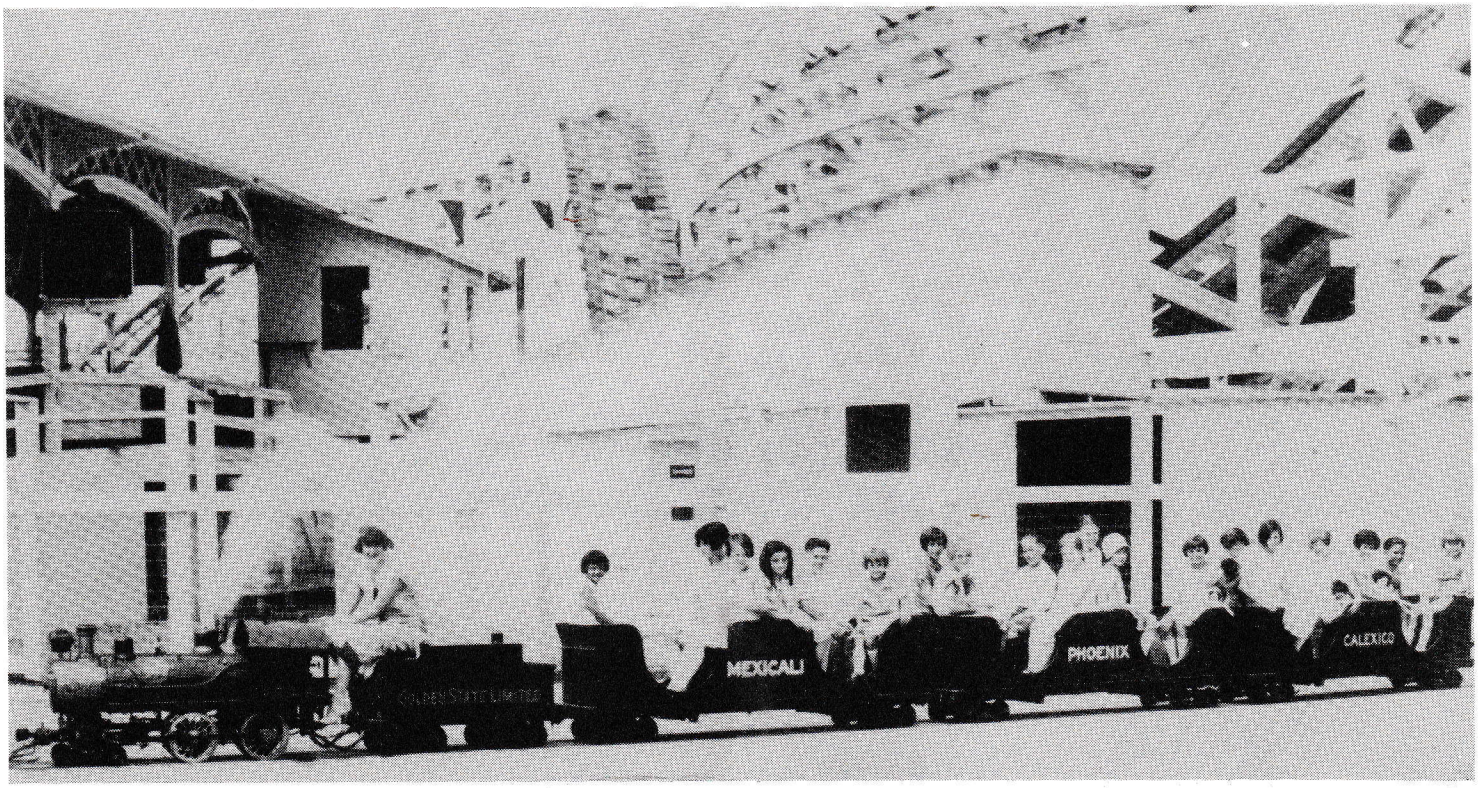


The Museum's two GE-built centercab diesel-electrics, now celebrating their 50th birthdays, are shown in the "uniforms" they arrived at the Museum in. U.S. Army 45-ton Industrial Switcher #7485 was built in 1941, and photographed at the Miramar Naval Air Station in black with yellow trim about 1977,



with museum members proudly taking possession of our first diesel. U.S. Navy 44-ton Railroad Switcher #65-00608, completed in February 1942, was photographed at Campo in June 1990 in green with yellow trim.
photos-b.schneider, from the PSRMA archives

LETTING OFF STEAM ON JOHN D. SPRECKELS' "OTHER" SD&A



BUILT BY JOHN D. SPRECKELS in 1925, the Mission Beach Amusement Center in San Diego included a miniature train lettered "SD&A" (what else?) and named "Golden State Limited". Is the young lady on the tender in cloche hat, print dress, and high heels really the engineer in this 1920's photo? Although the "Big Dipper" roller coaster was rebuilt and reopened in 1990, the little train is long gone from Mission Beach.
Photo - Marion Charles Collection, courtesy of the Mountain Empire Historical Society

ANNOUNCING A SPECIAL EVENT

A RECEPTION FOR SDRM MEMBERS ONLY

at the

SAN DIEGO MODEL RAILROAD MUSEUM

1649 El Prado Balboa Park

(Just west of the Fleet Space Theater, and downstairs)

Saturday, January 18, 1992, 6 - 9 PM

All Model Layouts Will Be Running (HO, O-27, G, N, and others)

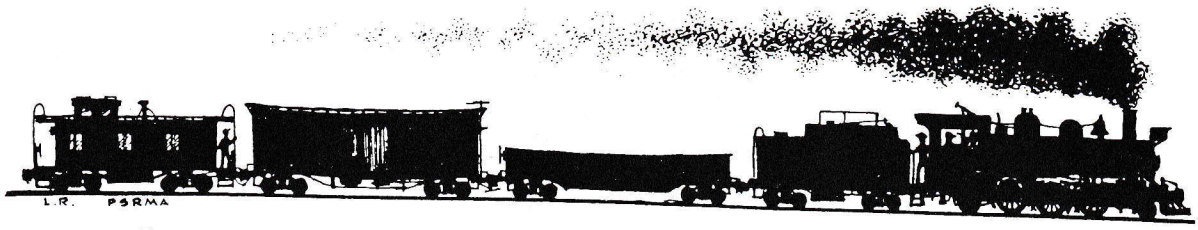
Wine, Cheese and Munchies Will Be Served

This is a Special Event for SDRM Members Only

$3 Per Person at the Door

RSVP to John Rotsart, 696-0199, by January 15th

IF YOU HAVEN'T BEEN TO THE MODEL RAILROAD MUSEUM IN A WHILE COME CHECK IT OUT - YOU'LL BE AMAZED!!!



SUPPORT YOUR LOCAL RAILROAD MUSEUM

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