JAN-FEB 1992

REPORT

NO. 233

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

WORK DAY REVISITED

WHEN: Saturday, March 14, 1992
WHERE: San Diego Railroad Musuem at Campo
TIME: 9:30 AM to 4:00 PM
HEAD HONCHO: Norm Hill (Again)
POT LUCK SUPPER TO FOLLOW



This is at least part of the crew that raked, scrapped, weeded, dug, hauled, and whatever else it took to make our Museum's Spring Cleaning Phase I such a tremendous success. As you can see by the notice above, everyone thought it was so much fun, we're going to do it again. Workers pictured above, and others that helped are identified in 'Denby's Corner' inside this issue. Missing from the photo was **Ann McVeagh** who brought enough food to feed the entire crew, and then some.

photo-d.busch

DAN MARNELL

PASSES PRESIDENT'S GAVEL

BUT ISN'T GOING FAR

I would like to express appreciation on behalf of the Board of Trustees, Staff and General Membership of the Pacific Southwest Railway Museum Association, to **DAN MARNELL** for the leadership and guidance that he has provided as President of the Museum. We all have visions as to what the Museum might be.

Many of you know better than I what the Museum has been and how much progress has been made to date. **Dan** has always looked far ahead, reaching out to increase community awareness and credibility. During his watch, **Dan** has worked on countless restoration projects, helped with "Project Lifesaver", negotiated on our behalf with Santa Fe and Southern Pacific Railroads, MTDB, SD&AE, SD&IV and others, and worked diligently to establish a downtown presence which we now have with our business office and research library in the Santa Fe Depot at the foot of Broadway.

Dan has donated approximately 4,000 railroad books to the library this year. He is also responsible for our Museum having the St. Louis Cottonbelt Caboose #35 (donated in 1986), the Southern Pacific Caboose #1059 at the La Mesa Depot Museum (donated in 1986). The Pacific Fruit Growers Express refer car at La Mesa is also his, which he leases to SDRM for $1 per year, to complete the display.

Dan was instrumental in our Museum acquiring locomotives #2098 and #46. He was the major organizer for Railfair '88 and rode herd on the event from start to finish, donating time, money, and the use of his office space and personnel. And if all that hasn't been quite enough, he has also donated, or loaned at little or no interest, upwards of $100,000 to SDRM.

I hope that during the coming year our respective visions will coalesce. Those of you taking part in the Goals & Objectives effort are already taking major strides in this regard. I believe that during the coming year we should pause, take stock, continue to protect our assets and seek new sources of funding, perfect our accounting and business practices, forge partnerships with granting agencies, and continue building a solid platform for launching another leap toward becoming, in ensuing years, the premier living, breathing, operating historical railroad museum in Southern California.

Dale Busch, President, Board of Trustees

VOLUNTEERS OF THE MONTH

by DENBY JONES

My **Volunteer of the Month** for January is a man who is almost always there, but may not been seen. He is constantly involved in one project or another. He may be under a locomotive doing a 90-day, rewiring a car, repairing a wheelchair lift, or running the biggest department in our Museum, and he runs it well. **Thank You, Mike Reneau; your dedication and effort are what keep us going, and it is really appreciated.**

And for February, **Volunteer of the Month** is **Paul Westover.** Paul has arranged for several donations of track and materials for our Museum, and has been the ramrod on almost all of our track work. He recently took on the job of Track Foreman and is also involved in repair/restoration of speeders and motorcars. **Many Thanks, Paul, for your efforts and dedication.**

CLIFF PENNICK AT DEDICATION OF

OF FIFTY MILLION DOLLAR

SANTA FE RAIL IMPROVEMENT

by AL KEEVIL

Museum member **Cliff Pennick** appeared on Channel 10 news at 5 PM January 21, 1992, on the occasion of the dedication of the improvement of the Santa Fe roadbed from Fullerton to Old Town San Diego, during an interview by **Bob Lawrence** of Channel 10.

The improvement project included replacement of 45-year-old bolted rail sections with continuous welded rail and removed forever the clickety-clack that has lulled rail travelers to sleep for over a century. When Bob Lawrence asked Cliff how he felt about this, he said, "the clickety-clack indicates railroading to me...there is something about it that is music to my ears". Bob then went on to tell viewers about our Museum at Campo, where the clickety-clack is being preserved for posterity.

The dedication ceremony took place at Juan Street and the Santa Fe tracks in Old Town at 12:01 PM, and was the culmination of a four-year, $50-million effort that employed 1,484 workers. Six agencies, CALTRANS, AMTRAK, Santa Fe, and the counties of Los Angeles, Orange and San Diego financed the project. AMTRAK service that began in 1960 with three round trips daily is now up to nine round trips. It has been said that this is the second busiest rail corridor in the United States. **Jim Larson** of CALTRANS expects it to grow further in the future. Other Museum members that attended were **Kay Carter**, our Executive Director, Trainmen **B.V. Parks** and **Al Keevil**, and **Chop Kerr**, Board Secretary.

RESTORATION DEPARTMENT REPORT

by TED KORNWEIBEL

The Fruit Grower's Express refrigerator car is nearing its final paint job. The wood sides and ends have been completely sanded and primed, and all the metal fittings have received similar prep work. These tasks were spearheaded by **Norm Hill** who had the assistance of **Duane Leal, Ken Faller, Frank Stites, Ray Lethbridge** and **Ted Kornweibel. Tim Floresh** even came all the way from Seattle to work on the car one weekend. **Daniel Kornweibel** assisted his dad in making wood repairs on the doors and sides. The only major work necessary before final painting and lettering is to sand and prep the roof. Since the car is in the shop, that job shouldn't be unpleasant. How about seeing some new faces so that the car can be completed all the sooner. We'd love to see a half dozen additional names added to the "Reefer Hall of Fame" plaque when this beauty is re-dedicated.

Research at the California State Railroad Museum library in Sacramento by **Ted Kornweibel** resulted in the acquisition of accurate paint and lettering descriptions for this old-time wooden gem, but he also discovered that the car was in all likelihood not originally built for FGEX. Did it first carry Armour Beef or Schlitz Beer? Rolling stock historian **Bill Schneider** is trying to track down the car's lineage.

A second piece of equipment to see major restoration work of late is our fine **Union Pacific** caboose. **Norm Hill** has put in dozens of hours filling holes, stripping paint, and sanding the interior walls, ceilings, and metal hardware. Half the car is now primed and ready for final paint. **Frank Stites** and **Dick McIntyre** performed wood and metal repairs that were missed on the initial restoration. Next time you are out ~~at~~ Campo, take a look at **Norm's** fine work and give him a well-deserved pat on the back.

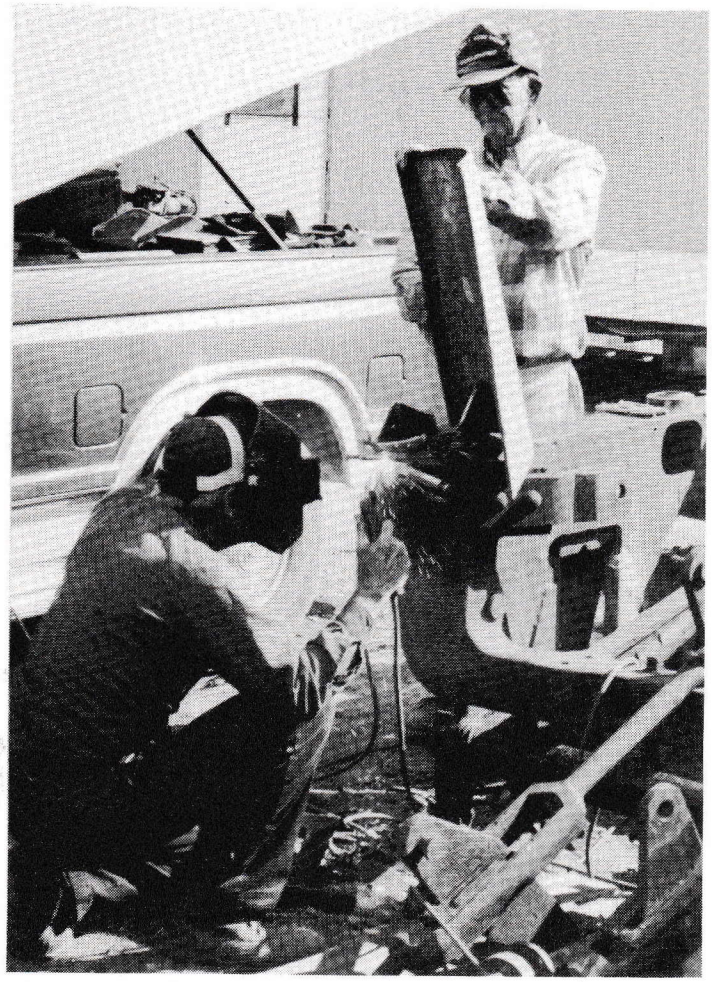
Speaking of metal work, our magicians **Dick McIntyre** and **Bob Haney** built two beautiful new traps for the end platform of car #050, the Carriso Gorge. As if that wasn't incredible enough, Dick fashioned an entirely new trap latch out of brass to replace one that was missing. His wizardry is apparent in the duplication of even tiny details. This is an example of true restoration art. Don't miss this detail next time you are in the car barn, and show Dick your appreciation.

It's a tough call to decide what's most exciting in restoration news, but I'm tempted to bestow this month's "Greasy Glove" award to the crew that is resurrecting MRS-1 #1820. This 1952, EMD-built Army locomotive is, in the words of project chief **Dave Slater**, "as well built as its sister, the Buick Roadmaster." The ultimate goal of this well-planned project is to add more motive power to our demonstration train pool. An ulterior motive is to expand the troops at Campo, and that goal has certainly been achieved. The list of those already at work or committed to supporting the project includes **Jim Callahan, Stan Paulsen, Dick Cupp, Dick McIntyre, Jeff Duncan, Mike Redding, Mike Reneau, Denby Jones, Bill Niedrich, Jim Stafford, Rene' Scheuerman, Ed Duling, Terry Durkin, Gayl Dyreng, Lew Wolfgang, Steve Wade,** Roy **Pickering, Jack O'Lexey, Mike Panger, Randy Gibson, Jim Friedlan, Steve Link,** and **Randy Houk** and son **David.**

If you want to get in on the action, call **Dave Slater** at 579-3634 (work) or 222-5442 (at home).

Progress so far: A complete survey has revealed, thankfully, no missing parts except for batteries. Anything not repairable can be purchased off the shelf from EMD. Reassembly as well as body and paint work are well underway. Dave's crew can return this brute to service, in Army black with yellow striping, by fall, if additional help is forthcoming, especially diesel mechanics and general wrench jockeys. How about someone to reupholster arm rests and seats? Anyone with EMD maintenance instruction manuals to loan, contact Dave at the aforementioned numbers.

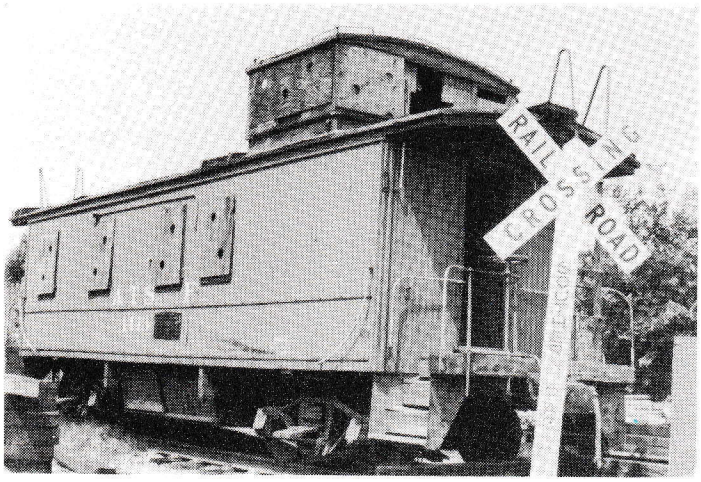
Given the enthusiasm of Project 1820 workers and their progress to date, I'm betting on a fall completion date. Keep it up, guys!!!



"Metal Magician" **Dick McIntyre** (left) and Bob **Haney** work on the trucks of RPO #74 on October 16, 1991. photo-b.schneider

MUSEUM'S FIRST CABOOSE SET RESTORATION STANDARDS

by BILL SCHNEIDER



Santa Fe meets SP! Caboose #1413 at the California Railroad & Salvage Company in Tustin, CA April, 1979. Solid, and with good possibilities, but not very glamorous! The yard and SP branch are gone, but the caboose is alive and well at Campo. photo-1.rose

Ask any Museum visitor (especially children) what they want most to see, and they'll answer "cabooses and steam engines"! Both are now gone from big-time railroading, steam replaced by diesel power in the 1950s, and cabooses by Flashing Rear End (monitoring) Devices, or "FRED" in the 1980s. Yet both live on in the hearts and minds of people of all ages (even the young who've never seen them), who want to know what they looked like and how the were used.

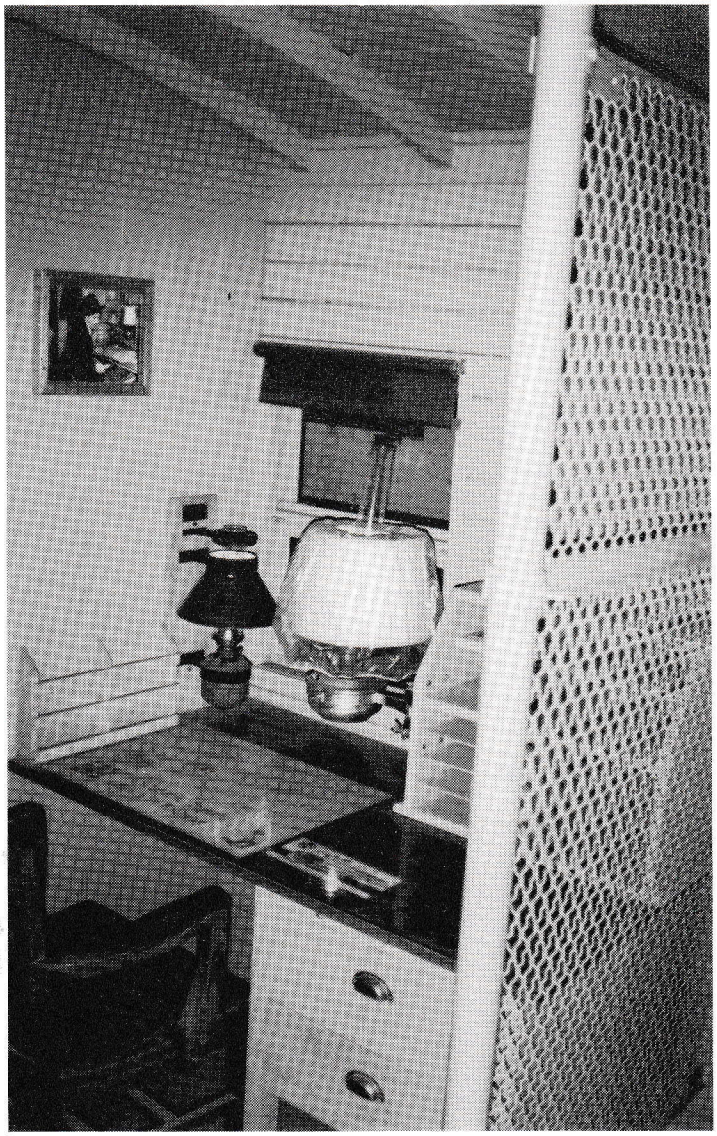
Our Museum is an educational repository for both, and our collection of 11 cabooses, mainly from the Pacific Southwest, may be the most comprehensive in the world! "Numero uno" among our cabooses is Atchison, Topeka, & Santa Fe #1413, a classic and unique (even when new?!) wooden caboose rescued from a scrapyard and beautifully restored by Museum members down to the condiments on its shelves!

ATSF #1413 was constructed by the American Car & Foundry Company at St. Charles, Missouri (near St. Louis) in 1923. It was built on a reinforced underframe (with channel steel draft sills) that had earlier replaced the original underframe of an 1890s Santa Fe Bx-B boxcar, which was being scrapped. It was one of 240 cars (numbered 1082 - 1171 and 1300 - 1449) in Santa Fe's first "Way Car" class without side doors. What made it unique even then was that it was the only one in its "series"! It is 36'9-1/4" long, 10'4" wide, 15'2" high, and weighs 50,000 lbs. (25 tons). It has AB type brake gear, which replaced the original K type air brake system in the 1940s, and 33" wheel diameters.

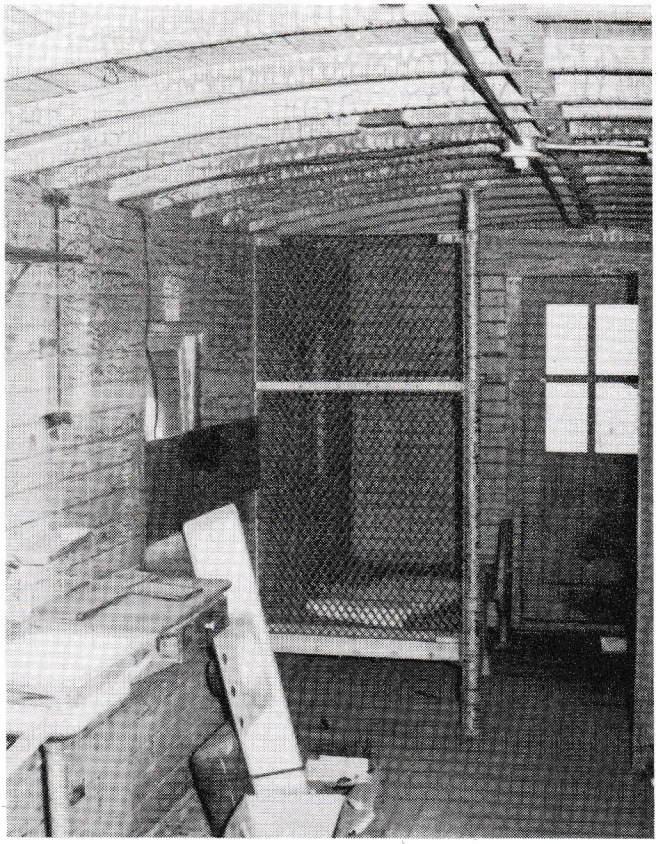
Built of wood inside and out, the caboose has four windows on the left side, three on the right, and windows in both its doors, all with green pull-down shades. It has a rooftop cupola near the rear to permit train crewmen to observe their train, with openable windows on the sides and ends at all four corners of the cupola, and awnings on the cupola sides.

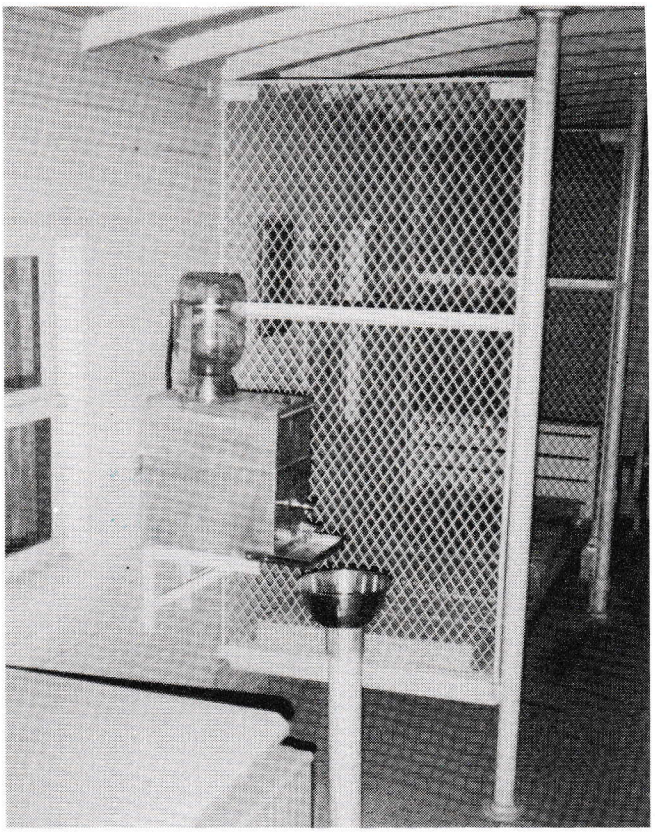
Because train crews often had to "overnight" away from home, ATSF #1413 has wooden bunks which doubled as seats or were hooked up by day. The interior also includes an oak conductor's desk; a "potbelly" coal stove for warmth, cooking, and the inevitable pot of coffee; a folding table with storage-locker seats; a water cooler; oil lamps; storage closets, cabinets, shelves and lockers; and even a tiny "restroom" with "outhouse" (non-flush) toilet.

ATSF #1413 served on various Santa Fe lines for about 40 years. Although replaced in mainline service by safer steel ones in the 1930s, wooden cabooses remained in local and branchline use. In the early 1940s, World War II steel shortages halted new steel caboose

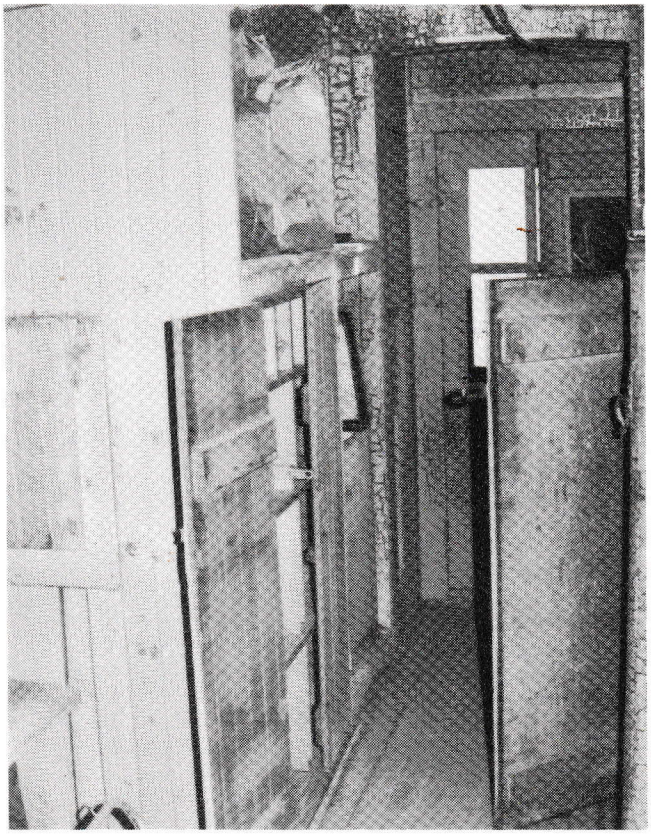


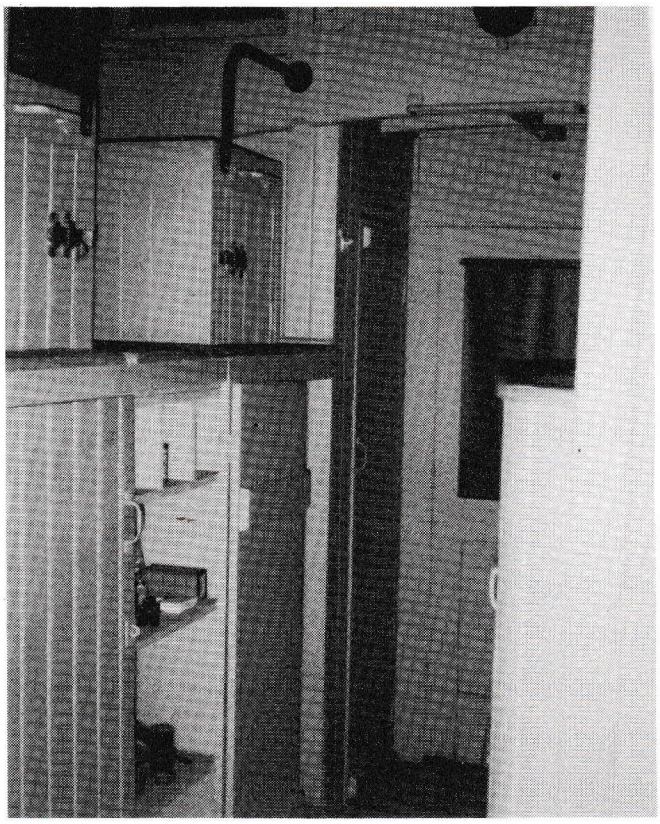
Conductor's desk, lamps, fittings and shade show the attention to detail of ATSF #1413's restoration crew. photo-b.schneider



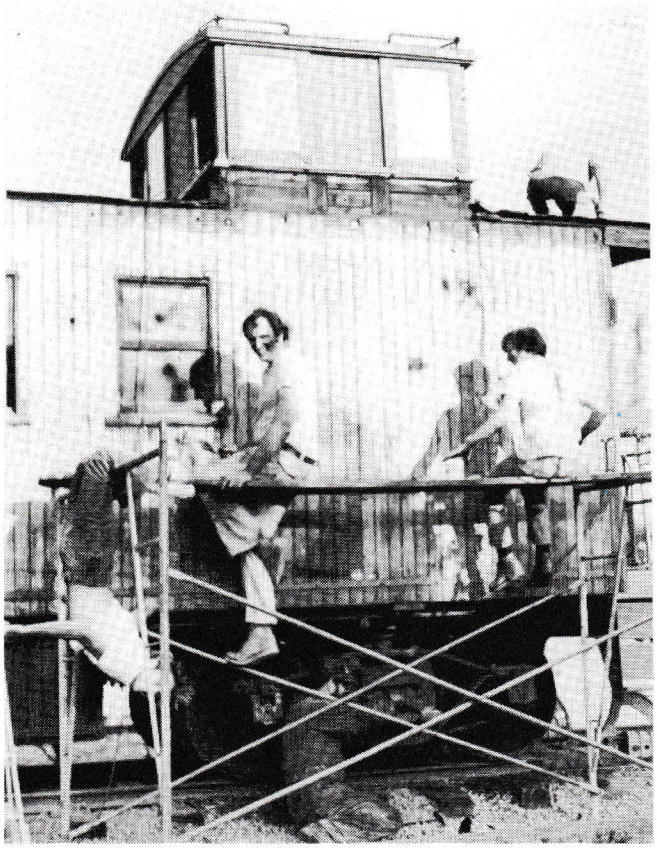


BEFORE AND AFTER: The forward end of ATSF #1413 in photos taken 13 years apart! The left one was taken in April 1979 at Tustin, the other February 15, 1992 at Campo. The screens were a safety feature to protect sleeping crew members during jolting stops and starts. photos-l.rose & b.schneider





BEFORE AND AFTER: The rear of ATSF #1413 shows what a great restoration job the Museum's unpaid volunteer workers did between 1979 and 1992. Most of the work in the caboose's silver-gray interior was done in La Mesa between 1980 and 1982. Even the long-gone window shades and air-pressure gauge were replaced. photos-l.rose & b.schneider



Restoration can be fun! Even **Norm Hill** cracked a smile during work on ATSF #1413 near the La Mesa depot in 1981. photo-1.rose

construction, and ATSF #1413 was rebuilt on a new steel underframe at Santa Fe's shops in Topeka, Kansas, retaining its original archbar trucks. It was also given a new roof of sectioned sheet tin, lapped and soldered. The caboose was painted Mineral brown (about halfway between Boxcar red and Tuscan red), with black roof and underframe (later also Mineral brown), silver-gray interior, and dark green floor. The lettering was in white. The & was deleted from "A.T.S.F." in 1940, and in 1944 the periods were also deleted.

Last lubricated by Santa Fe at Barstow, CA in 1956, it was later retired and used as sleeping quarters in the late 1960s and early 1970s for railroad employees at a car repair shed at Riverbank, CA., on the Stansilaus River near Modesto. Badly deteriorated, in the late 1970s it was sold for scrapping to the California Railroad & Salvage Company in Tustin, CA in Orange County.

After a "bidding" war with two restaurants, which also wanted the dilapidated and fire-damaged caboose, the PSRMA bought ATSF #1413 for $5,000 on April 6, 1979. It was later trucked to the Museum's storage track at the La Mesa Depot, arriving August 8, 1980. There, it was restored to its mid-1940s appearance by Museum volunteer workers led by Restoration Superintendent **Norm Hill**. (They also rebuilt the La Mesa Depot during the same 1980-1982 period.) The mid-1940s period was chosen because structural and other changes to the caboose made it impossible to take it back further in time.

ATSF #1413 had its interior and exterior completely redone. Rotted, burned, and dried-out wood was replaced, mechanical and metal work was done, and all fittings either redone or replaced. New window shades, three caboose lamps (including a 100-year-old Union Pacific antique) and a Missouri-Pacific period water cooler were installed (Norm's also a big MoPac fan!), and various types of caboose tools, tin plates, cups, and condiment cans from that era were also located and placed in the car. Additional missing parts were later salvaged from non-restorable sister caboose ATSF #1122, which had been gutted and used as part of a restaurant in Anaheim, CA, prior to its scrapping in October, 1983.

A plaque and a drawing by **Larry Rose** were installed in the car, listing those who put in over 100 hours of work or donated over $100 to the project. While in La Mesa, the restored caboose hosted many visitors, who were amazed at its transformation.

In July 1983, ATSF #1413 was moved to San Ysidro by the SD&AE, and carried the rear markers (and marker owner **Norm Hill**) as the caboose on the Museum's first "Great Freight" to Campo in July/August 1983. It was the centerpiece of a festive celebration when it rolled onto the Museum grounds behind the last equipment to arrive on that week-long move!

ATSF #1413 was refinished and repainted again in 1985 due to exterior weathering. It's now kept well-maintained and in operating condition inside the car barn, to preserve its appearance. On weekends it is unlocked and included in guided tours of the restoration area, unless car barn work makes it inaccessible or inadvisable. Despite a lack of interior lighting, this Santa Fe classic has given thousands of visitors an opportunity to see what the inside of a caboose was really like, and gain a better insight into how cabooses were used in the "golden age" of railroading! Other cabooses in this class are on display in Sacramento (CSRM), Perris (OERM), Pomona (R&LHS), and Bakersfield (Pioneer Village).

We are deeply indebted to all those who put so much work and money into the restoration of ATSF #1413. When you're at Campo, visit the car and read their names. They're what this Museum is all about!

* * * * * * * *

Information for this story was obtained from the file on the car assembled by **Norm Hill** and **Larry Rose**, including details provided by the California State Railroad Museum and by **Richard H. Hendrickson** of InSight Communications Services. THANK YOU ALL!!!

DENBY'S CORNER

Good news!!! Ridership at Campo is definitely above the norm, and appears to be holding. I really feel that this is due to the exposure we received from our Christmas exhibit at Grossmont Center, and from our presence in the Santa Fe Depot. We are getting exposure we haven't had before and it is showing. The comment most heard at Campo? "Why, I didn't even know you were out here!!!"

Work on the car barn is progressing well. The old restrooms on the second floor have been removed and a new office has been constructed for the Mechanical Department. The old Mechanical office is being refurbished and will become the new Facilities/Restoration office, and the stairway has been rebuilt. The majority of this has been accomplished by **Steve Wade** and **Charles Alban**, and their work has been excellent.

Norm Hill has been spearheading a cleanup project in the "North 40". This has been a "long time needin' and a long time comin'". It really takes a man with Norm's special talents to pull it off. Norm also headed up an overall cleanup project. Thanks, Norm!

Norm also honchoed another project on Saturday, February 8th. This was a cleanup of the "Front 40". We cleaned up from the entrance at Highway 94 to the line shacks. We filled holes, removed broken slabs of cement, repaired signs, moved dirt, picked up old rail and ties, just an outstanding cleanup. Some of the people assisting were **Ted Kornweibel** and his two sons **James** and **Daniel**, **Mike Reneau, Charles Alban,** Dale **Busch, Steve Link, Bruce Semelsberger,** Mike **Reading, Jim Baker, Richard Dick, Duane Leal, Paul Westover, Steve Wade, Mike Retz,** Cliff **Pennick, Tom Akin, Don Bellis, Duane Kerr** and myself. **Ann McVeagh, Pam Thorton** and Mike **Retz** supplied food for a hungry crew. A good turnout from all departments, but again it took Norm's talents and efforts to spearhead it. Thanks again, Norm.

It is with a sense of loss that we accepted the resignation of **Don Getz** as Superintendent of Facilities. However, we have not lost him completely, as he will be taking over the management of the new display building.

So, with Great pleasure, I would like to introduce our new Superintendent of Facilities, **Steve Wade.** Steve has been with the Museum many years, and ample evidence of his work can be seen in the car barn. We feel he will be an outstanding addition to Staff.

In the process of appointing a new Superintendent of Facilities, we restructured the Facilities Department to make it more managable. The support equipment was transferred to the Mechanical Department headed by **Mike Reading**, and will be administered by **Mike Panger.** The track and roadbed has been transferred to Operations headed by **Mike Reneau**, and **Paul Westover** will be the new track foreman.

I am sure that everyone has heard the refrain "Old Soldiers Never Die". Well, we have an old soldier at Campo that is coming back to life. It is the EMD MRS-1 #1820, sister to #1809. For years she has been sitting on track two forlorn and neglected, a source of spares for #1809 and a rest stop for an occasional pigeon or sparrow. But, under the able directorship of **Dave Slater** and his crew, the glass has been reinstalled, floor boards repaired, electrical wrung out, they have identified the parts they are going to need, and they are replacing the missing components in the engine. She is standing a little taller on her wheels now, her back is a little straighter, and her couplers are quivering just a little as if in anticipation of making a joint. It would not surprise me to hear that "567 Rumble" by the end of the year. Thanks, Dave, keep it up.

In all seriousness, I write about the 1820 and Dave's efforts with levity, but even more important than the actual restoration of the machine, are the people the project is bringing back to our Museum, and they are the Museum's true resources.

DON'T FORGET THE ANNUAL DINNER ON MARCH 21st: IT WILL BE AT TOM HAM'S LIGHTHOUSE. AND ON THE 14th, TO HELP YOU BUILD YOUR APPETITE FOR THE 21st, THERE WILL BE ANOTHER CLEANUP AT CAMPO HEADED UP AGAIN BY **NORM HILL**, SO MARK YOUR CALENDARS AND COME ON OUT.

And as a final note, I would like to say farewell to a good friend. On or about the 14th of January, **Barney Barnier** departed San Diego PCS (Permanent Change of Station) to South Carolina. I'll miss you Barney - Good Luck.

OUR ANNUAL DINNER AND AWARDS BANQUET

Will Be Held on March 21, 1992

At TOM HAM'S LIGHTHOUSE

See Special Flyer Enclosed

MUSEUM DIRECTOR'S SPRING REPORT

by KAY CARTER

Membership

The San Diego Railroad Museum would like to extend their thanks to everyone who has so generously renewed their memberships through March. Our membership base has increased to 1,478. Staff wants to also thank those conscientious souls who have even called to find out when their memberships expire, so they can renew quickly. Many members have chosen to upgrade their category level and we appreciate the additional support this provides for operations and programs. Our Museum has continued to carry about 150 names of members who have not renewed mainly because we really do not want to lose you. However, we will be notifying expired memberships to encourage you to reamin a vital part of the organization prior to deleting you from our list. If you have allowed your membership to run out, please reconsider. WE NEED YOUR CONTINUED SUPPORT!!!

Following this issue, we will be printing New members names in each Report so you can see if family and friends are following up on their promises to join the organization as well as welcome those new folks into the fold. **Dave Slater** reports that trainmen and conductors have an excellent opportunity to do some terrific public relations work and are a wonderful avenue to let visitors know what our Museum is all about. Thanks to everyone for their efforts. It shows!!!

Around Our Museum

Ongoing meetings involving staff, Board and interested members have resulted in a draft Goals and Objectives plan for the San Diego Railroad Museum for the next 5 years. The draft is now in the hands of each department to be fully expanded, identifying activities to accomplish each objective, project costs and time lines to complete. These will be discussed at department meetings and we encourage your participation. The final draft is due by April 3rd. A special Board meeting has been called for April 21st for Board discussion and approval to implement. Thanks to everyone who has participated in developing these goals by attending at least one of the meetings - **Denby** and **Jeanie Jones, Charles Alban, George Boggs, Paul Bortell, Rich Borstadt, Dale Busch, Richard Dick, Corrine Gallagher, Don Getz, Randy Gibson, Jim Hamill, Bob Haney, Norm Hill,** Bob **Hinshaw, Chalmers Kerr, Ted Kornweibel,** Dan **Marnell, Dick McIntyre, Bob Nickles, Mike Panger, Cliff Pennick, Dick Pennick,** Roy **Pickering, Mike Reading, Mike Reneau, Mike Retz, David Richardson, Rene' Scheuerman, Bruce Semelsberger, Dave Slater, Mary Ann Thompson, Steve Wade** and **Paul Westover.** Check with the Staff Superintendents for dates and times of department meetings. It is through your input that we all achieve a sense of ownership and a willingness to accomplish the enormous but exciting tasks facing us in the coming years.

Public Relations

As previously mentioned, every volunteer who has ever talked with a visitor to our Museum is involved in Public Relations. Trainmen, Conductors, and Tour Guides provide a critical service to our Museum in being enthusiastic, well informed and courteous. Our Grossmont Center display created a wonderful opportunity to launch a heightened public awareness effort. We are following this with an exhibit at the America's Cup Village on Harbor Drive directly across from the Santa Fe Depot. The recent rains have slowed the Village down but it should be up and fully running by the first of March. Stop by and see us if you are in the area. Thanks go to the San Diego Historical Society for their assistance with the historic photographs of the San Diego waterfront. "Rails and Sails" played an important part in the city's development and the community should enjoy the illustration of sailing ships and trains from the past.

We are now involved in a window display at the U.S. Grant Hotel to let the downtown visitor and trolley rider know we are alive and well and offering a unique experience at Campo. To date, we have secured two windows along C Street and Third Avenue. The display should be in place by mid-March.

Understanding that without all volunteers contributing time and effort to our Museum we would not be able to operate, I am particularly grateful to those folks who have provided the extra effort required to make things happen for SDRM in the downtown community. The goal is to have fewer and fewer people reply, "I didn't know you were out there!"

Special Thanks

Approximately 60 members attended the San Diego Model Railroad Museum's Wine and Cheese Party on January 18th at their facility in Balboa Park. The reception was held for SDRM and Model Railroad Museum members only and we extend our thanks to this organization for providing such a nice evening.

Support Your Local Railroad Museum

Our Museum will soon be launching a major capital campaign to begin raising funds for the projects identified in the Goals and Objectives Plan. As members, however, we ask that you keep the Museum in mind for some pressing items that need immediate funding. Your support of the following items will insure our continued growth and development:

Road Paving to fulfill Major Use Permit - $12,000

Tools and Materials for Wood Shop - $2,000

RPO Car restoration - $5,000

Underwriting for the Jacumba Cars (stabilization and relocaation) - $2,500

Restricted accounts have been established for these projects and all contributions are gratefully accepted.

FACILITIES UPDATE

by STEVE WADE

Here we are, well into 1992, with so many things to report on - I'm not sure know where to begin.

The Car Barn continues to be a major push. We're proceeding on all fronts - siding, electrical, carpentry, painting (lots of painting) and a continual effort to maintain a high standard of excellence, appearance, and Good Humor! A special thanks to **Duane Leal, Paul Bortell, Jim Hamill** and **Tom Akin** for completing the siding on the east (Wood Shop) wall. **Charles Alban** and yours truly are working our fingers to the bone detailing the inside of the barn, building a world-class office and learning the true meaning of the phrase - "I've been working on the Railroad"!

The 'North Forty', although ailing and disoriented, WILL RISE AGAIN!! This is due mainly to the efforts of **Norm Hill**, along with **Duane Leal, Tom Akin, Ted Kornweibel, Paul Westover, Tim Floresh, Mike Reneau, Frank Stites** and **Jim Hamill**. These guys are chipping away at this raw marble. One day when the dust of our labors settles, we'll have our 'David'!

If you were lucky enough to be present at Campo on Saturday, February 8th, you witnessed the beginning of a massive clean-up campaign. There were no less than 18 warm bodies getting down and dirty. We started out by the Medical Center, cleaned and straightened our entrance sign. Next, the dump at the corner was put where it belonged - in the real dump.

As we moved toward our gate one could see the likes of **Tom Akin, Charles Alban, Jim Baker, Don Bellis, Dale Busch** (our new Board President!?!), **Richard Dick, Denby Jones** (on the skip loader), **Duane Kerr, Daniel Kornweibel, James Kornweibel, Ted Kornweibel, Duane Leal, Cliff Pennick, Mike Reneau,** Mike **Retz, Bruce Semelsberger, Paul Westover**, all digging in and cleaning up our front yard. Massive amounts of weeds, old fence material, asphalt and just plain trash were poured into trucks and carted off to their final resting place. When the day was done we had reached the care taker's trailer and were all exhausted, but well fed, thanks to **Ann McVeagh, Pam Thorton** and **Mike Retz.**

Norm Hill has this crazy idea that our Museum should be beautiful as well as functional. This Museum belongs to us and as it's guardians and caretakers we have a responsibility to secure and maintain our 'precious cargo' for the present and future to enjoy...

So much work, so little time...

Another clean-up is planned for March 14th.

OPERATIONS 1991
OUR BEST YEAR YET

by RENE' L. SCHEUERMAN

Total Miller Creek ridership for 1991 reached 21,907, which is almost 4,000 more than in 1990! The last quarter's ridership included October at 1,589, and the best ever November and December, at 1,958 and 895 respectively. Last year also included the best ever April, May, June, and August. Thanks to **George Boggs, Mike Reading, Mike Reneau, Dave Slater, Cliff** and **Dick Pennick, Lew Wolfgang, Mike Retz, Len Lovett, Mike Boerner**, and all the other volunteers in Operations and Mechanical who kept the wheels rolling (a non-rolling car gathers no revenue).

Because of employment by Western Railroad Supply of my son **Goeff** and I at the Kaiser Steel Railroad in Fontana, and locomotive restoration and maintenance at the GATX tank car facility in Colton (up to 6 days a week), I have not been able to get out to Campo for some time, so thanks to **Dave Slater** for the last quarter ridership figures. Thanks also to the skills and training acquired at the San Diego Railroad Museum, many of us have found employment in the railroad industry; another reason to volunteer. As this is written, I'm back on the extra board, so I may still be able to do SDRM slide shows or Operation Lifesaver talks to groups; messages can be left for me at 466-6500.



MANY THANKS! to the many volunteers who came through (sometimes at the last minute) to staff the Christmas display at Grossmont Center from November 21 to December 24, including of course, **Mike Reneau** and **Mary Ann Thompson** shown above. Not only did our Museum benefit from the sales of train tickets and Gift Shop merchandise, the community exposure will be worth thousands of dollars to during the coming year. Some folks had never heard of us while others had only good things to say about our Musuem. Again, thank all of you for your time and efforts in setting up, staffing and then tearing down the display.

OUR ANNUAL DINNER AND AWARDS BANQUET

Will Be Held on March 21, 1992

At TOM HAM'S LIGHTHOUSE

See Special Flyer Enclosed

BOARD MEETING RECAP

by CHOP KERR, Secretary

The following are excerpts from the minutes of the Board of Trustees meeting held January 28, 1992. In an effort to include as much as possible that might be of interest, most topics have been abbreviated, often with several differing subjects running together.

PRESIDENT'S REPORT:

Dan Marnell welcomed the new Board members and the returning trustees, and observed that this was his 'hail and farewell' meeting as President. He reported that **Jack White** has agreed to serve as a trustee. Additionally, he noted that the switch ties in the Old Town San Diego Trolley line for the Museum spur switch at the Santa Fe Depot were installed and that the MTDB is rebuilding the undertrack drainage flume to handle the heavy railroad cars moving in and out of the the area of the spur track. **Tom Sefton's** collection of toy trains have been donated to the San Diego Historical Society; other organizations are under consideration to receive his railroad memorabilia.

EXECUTIVE DIRECTOR'S REPORT:

Kay Carter said she will meet with the California Conservation Corps to discuss labor needs at Campo. San Diego This Week magazine carried an article about SDRM. At the San Diego Arizona Eastern board meeting it was reported that Carrizo Gorge repairs will be completed by the end of October, 1992, but no trains will run prior to February 28, 1993. Carter has the goal of presenting a newly negotiated Museum operating agreement at the next SD&AE board meeting in about three months. Marnell and Carter reemphasized the requirement to clear with them **ALL** contacts with SD&IV Railroad management.

OPERATIONS REPORT:

Denby Jones said there has been a dramatic improvement made in the Car Shop during the past six months. Dupont has donated pre-immergent chemicals for weed control. There is a need for additional Museum yard tracks soon because the SD&IV will use the Campo Depot yard when freight service begins next year. We are seeking donations of two sidings materials in Simi, California, including 2080 feet of track and one switch; the goal is to pave Parker Road by April 15th; rolling stock is performing well and a preventive maintenance program is being set up by the Mechanical Department; ridership on the Miller Creek train is dramatically up during a normally slow time, averaging 300-400 passengers per day.

ACTION ITEMS:

1. The Museum officers for 1992 were installed. President - **Dale Busch**; Vice President - **Robert Hinshaw**; Treasurer - **Larry Williams**; and Secretary - **Chalmers Kerr**.

2. New check signers for the Museum were approved. They are the Vice President, Secretary, Treasurer and Executive Director.

3. The threatened legal action against the Museum for $5,000, by the individual injured at the Bar-B-Q, was settled for $500. The person signed a general release.

4. The Executive Committee was assigned the task of negotiating a new contract with the Executive Director.

5. The Board approved **Jack White** to become a trustee.

NON-ACTION ITEMS:

1. Mr. **Thomas Lee Braginton** has been hired as the Campo caretaker, in return for use of the caretaker's trailer. Thomas Lee and his wife are both artistic and are working on a proposal to establish a railroad art gallery in one of the Museum's box cars.

2. **George** and **Nancy Boggs**, Gift Shop managers, have made facility improvements, upgraded stock, repaired vendor relations, and are showing a profit. A satellite gift shop is now located at the Museum office.

3. The Grossmont Center Christmas store-museum realized a net profit of $3,877. Additionally, the Museum received excellent public exposure.

4. New volunteer **David Richardson** was introduced. He will be involved with setting up Mountain Empire Schools programs, working on county TOT funds applications, and apprenticeship programs at Campo.

5. Major Museum exhibits and displays are being established at the America's Cup Center and in the U.S. Grant Hotel, and are planned for the Del Mar Fair.

6. **Don Getz** is the manager for the new display building project at Campo.

7. Special Museum train trips are being planned for the first Saturday of each month. The first trip is March 7th to Jacumba with entertainment and a Bar-B-Q lunch at the 1,000 Trails RV Park.

8. Report editor **Harry Doering** is investigating the feasibility of having paid advertising in the newsletter to help defray costs of publication.

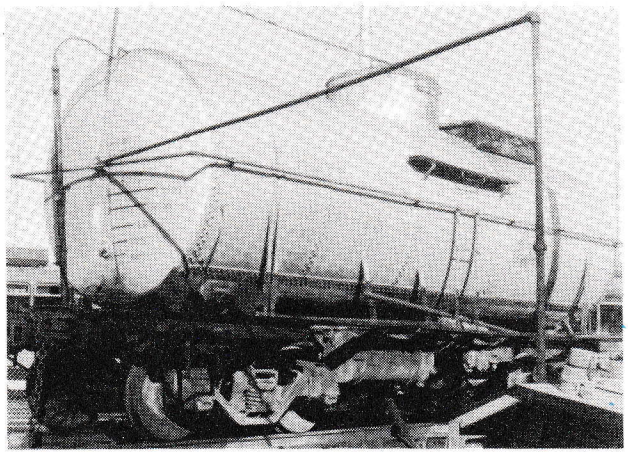
9. Retiring Board President **Marnell** thanked all for their support and noted the Museum is making positive improvments and that we have a good mix of member volunteers, staff and community involvement.

10. Newly-elected Board President **Dale Busch** outlined **Marnell's** accomplishments during the past three years. Busch detailed his plans as President and sees the Museum forming a platform from which to launch into the future to become the premier living, breathing and operating historical railroad museum in Southern California.

more, page 14

'NEW' NWP TANK CAR IS MUSEUM'S OLDEST

by BILL SCHNEIDER



This is how NWP MW #849 looked for over 20 years while serving as a diesel fuel storage car in the SD&AE/SD&IV yard at Commercial Street in downtown San Diego, now part of the San Diego Trolley yards. Look at all those pipes! The marks on the end indicate levels of fuel in gallons in this 23 February 1990 view. photo-b.schneider

The newest addition to the Museum's tank car collection is also the oldest of the four, and the only one to have served on a San Diego railroad. It worked in Maintenance-of-Way Service for two SP subsidiaries, but other than what's lettered on its sides, we know little about this classic 74-year-old "bottle'on'wheels"

Completed in August 1918, the car weighs 45,100 lbs. (22.6 tons), and can transport up to 9,055 gallons of liquid in its riveted steel single-dome tank. It has a wood catwalk around the tank, and a small wood platform on top just to the rear of the dome, probably added later. Its four-wheel Vulcan cast trucks appear to be original.

The car's early history and numbers are unknown. It was probably built for the Northwestern Pacific Railroad, an SP subsidiary in the "Redwood Empire" of northern California, though it could have been an SP car transferred to the NWP. It was used on NWM's lines from Sausalito and Tiburon on San Francisco Bay north through San Rafael, Santa Rosa, and Willits to Eureka, and on its Sonoma branch. Later it was transferred to Maintenance-of-Way Service and numbered MW #849, which might have also been its original number.

The tank car was painted silver with black decking, platform, and underframe. It was lettered in black, with the NWP logo (a redwood tree and Mount Tamalpais in a circle) also on its sides. The slogan "Have you worked safely today?" was painted in red on both sides, presumably during the car's MofW Service. It was last weighed in May 1950 at the NWP shops and carfloat terminal in Tiburon.

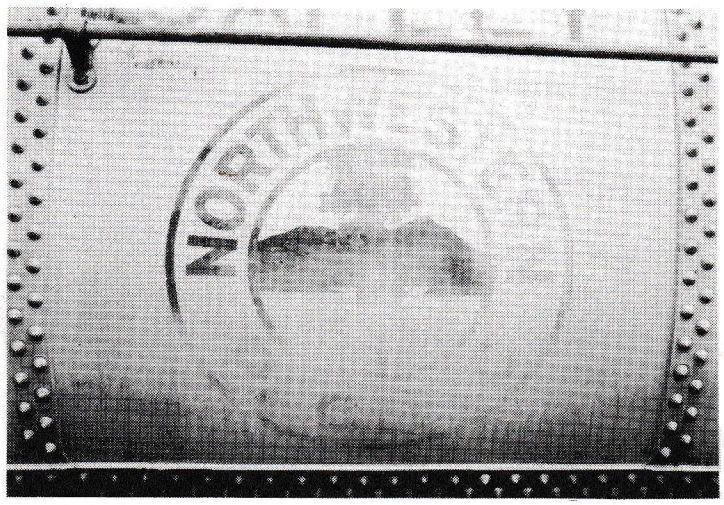
Sometime after 1961, probably about 1967 or 1968, NWP MW #849 was transferred from the NWP to SP's San Diego & Arizona Eastern Railway subsidiary and brought to San Diego. The SD&AE built a new engine house in its Commercial Street yard downtown around that time, and the tank car was placed on a track in the yard and used by the SD&AE to store fuel for its diesel locomotives. Fuel level markings were painted on its end, but the car was never repainted.

In 1979 the SD&AE was sold by the SP to the Metropolitan Transit Development Board of San Diego County. Rail Tex became the freight operator for the MTDB-owned SD&AE in 1984, using the d.b.a. name San Diego Imperial Valley Railroad. In 1991 its downtown facilities were moved to San Ysidro to permit expansion of the San Diego Trolley yards (completed in 1992). SD&IV Vice President **Dick Engle** (now retired) recommended in 1990 that the then-no-longer-needed fuel bunker car be given to our Museum, and it was donated to the SDRM by the MTDB through its SD&AE non-operating subsidiary in 1991.

The SD&IV took the car to San Ysidro, and brought it to Campo on July 12, 1991. Museum members **Ron Hyatt** and **John Patterson** were the SD&IV crew on that move, which also included a Museum flatcar and two diesels, so the train was dubbed "Great Freight IV"!

NWP MW #849 is on display in the Museum yard. When time and funds permit, it will be repaired, repainted, and relettered. Meanwhile, we're trying to learn more about this classic old car. If you have any information on it (builder, dimensions, diagram, year of transfer, etc.) please contact **Bill Schneider** immediately at 10215 Stone Point Lane, Spring Valley, CA 91977-6538 or call (619) 670-8925. Thanks!

And thank you MTDB/SD&AE for this great donation of an historic San Diego artifact! Thanks too, to **Dick Engle** for his efforts on our behalf!



Faded but still visible on ex-NWP MW #849's sides is the Northwestern Pacific logo featuring a redwood tree, Mt. Tamalpais, and Richardson Bay. photo-b.schneider

AROUND THE INTERPRETATION DEPARTMENT

by RICH BORSTADT, Superintendent

A full plate for the holidays including a not so healthy helping of Bronchitis caused a missed deadline for the last issue, so there's a lot of activity and volunteer efforts to acknowledge.

With the new year, the monthly Interpretation Department business meeting has moved to the last Wednesday of every month. It is normally held at the main office in the SantaFe/Amtrak Depot at the foot of Broadway, downtown. If you are interested in becoming active with the collections and interpretive side of our Museum, join us there at 7 p.m.

Exhibits

At Campo, the Steam Department has placed identification signs on the major pieces of locomotive hardware from the 2353 that were detached due to the restoration process. This makes it a lot easier for the Visitor to make sense of the various bits of paraphernalia they encounter while examining this project-in-works. Kudos to the Team for this and for the cosmetic facelift they're doing for SD&A No. 104 in preparation for it's new exhibit role down by the Campo Depot. It will all help us tell the story of railroading better.

America's Cup Village, the tent center for that event, includes a San Diego Railroad Museum exhibit entitled "Sails and Rails" that has been jointly prepared with the San Diego Historical Society. That will be continuing through May and should introduce even more people to our existance and mission. In addition, a display is in preparation for a window on Broadway frontage of the U.S. Grant Hotel. More and more visibility.

There have been several new acquisitions to the small artifact collections. Of particular note is a cased scale model and associated documentation for a marvelous silent crossing track design, donated by **Bettye Arrieta**, grand daughter of its designer, **Richard R. Rothwell.** It is on temporary display in the Museum office and well worth stopping in to examine.

Live Interpretation

Increased winter visitation and train ridership at Campo (mainly as a result of the Grossmont display) has been keeping the Trainmen/Guide volunteers hopping, especially with some of the tour groups. The Trainman/Guide training course resumes in the new year on the second Wednesday of each month. It is the ideal way to get oriented and get involved as an active volunteer with the Museum. Contact Chief Trainman **Mike Retz** at 466-8808 or the Superintendent at 447-3297 and come down to the Santa Fe Depot at 7 p.m. on a second Wednesday to learn more about railroading and our Museum. It is very rewarding and you'll be glad you did.

La Mesa Depot

Thanks are due, as always, for the yeoman service of the volunteers who staff the award-winning depot on weekends. A full tribute to those who serve this unique little station from the Railroad Museum and the La Mesa Historical Society will be paid next issue. Welcome to new "station agents" Don and **Rea Douglas**.

Events

Campo Wild West Days is coming up over the Memorial Day weekend and our Museum is once again joining with Campo community organizations and the Mountain Empire Historical Society in planning and staging the event. If you would like to help, contact the Superintendent 447-3297.

The Annual Meeting and Dinner for PSRMA is coming up. See the enclosed flyer for details. It will be at Tom Ham's Lighhouse again this year.

Excursions

The spring slate of excursions include one over the SD&A Mountain Division from Campo and a couple into Mexico. If you are interested in any of these, phone the office at 595-3030 for more information or bookings.

- Desert Line March 7 from Campo to Jacumba and Beyond (some special attractions including Native American petroglyph (rock art) panels to see on this one.)
- April 4 to Puerto Penasco, for the shrimper "red eye" spring special
- April 21 to Copper Canyon. A ten-day vacation by rail to the "Grand Canyon" of Mexico

Museum Library
by **ROY PICKERING**, Director of Libraries

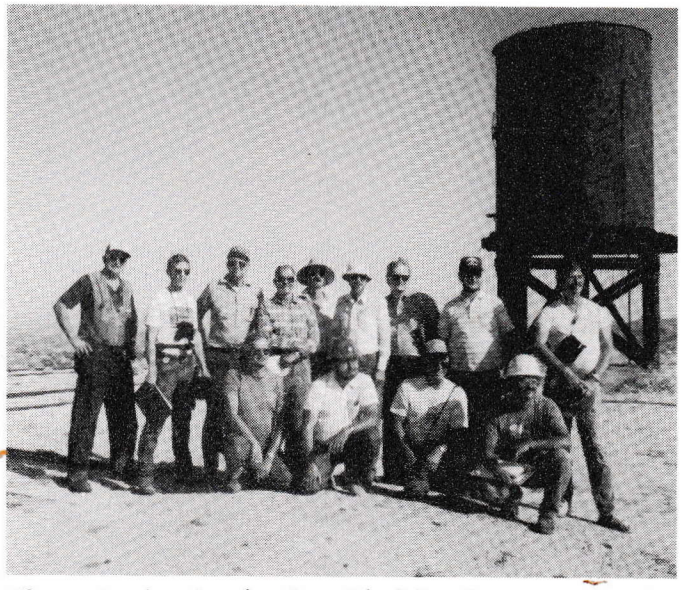
The Library has finally received the software for cataloging our collection. It is capable of storing 300,000 entries, conforms to inter-library record standards, and will provide an on-line catalog system for quick searches. It's a truly professional system for our rapidly growing collection of railroad documents and ephemera.

There have been many donations in the past few months. I will try to list everybody; sorry if I miss anyone. A big thanks to all for their valuable contributions: **Chalmers Kerr, Dale Prescott, Randy Houk,** Roy **Pickering, Barney Barnier, Dan Marnell,** Ted **Kornweibel, Mrs. Ed Law, Arthur Paget,** Don **Getz, Harry Hurry, Charles Alban,** Jim **Lundquist, Teri Marnell** (a new microwave oven for the office, **North Claremont Branch Library, Olaf Todav, Robert Watrous, Malcolm F. Farmer, Bart Bishop, Therese Tanalski, Orville Sherman**, and **Bob Underhill.**

We have been getting requests from all over the country and world for information about railroads. There has been someone visit from Austria doing research for a magazine article, from Italy researching signal systems for Italian Railways, from Los Angeles writing a book on the history of

signals, a letter from Japan from a company producing a book on U.S. railway stations, a letter from someone in the mid-west searching for a relative who worked on the SD&A, a letter asking for information on a type of rail, and a letter from another author preparing a book on train robbers of the West ... As you can see the last six months or so have been busy for us trying to keep up with the requests while continuing development of the systems and collections in our new Santa Fe Depot home. There have been many other requests, including those from within our museum. We love it. This is why libraries exist. The more requests the better. Stop in and take a look, read a book, watch a video, listen to the San Diegan or the SDX freight arriving or departing just outside. It's a blast!

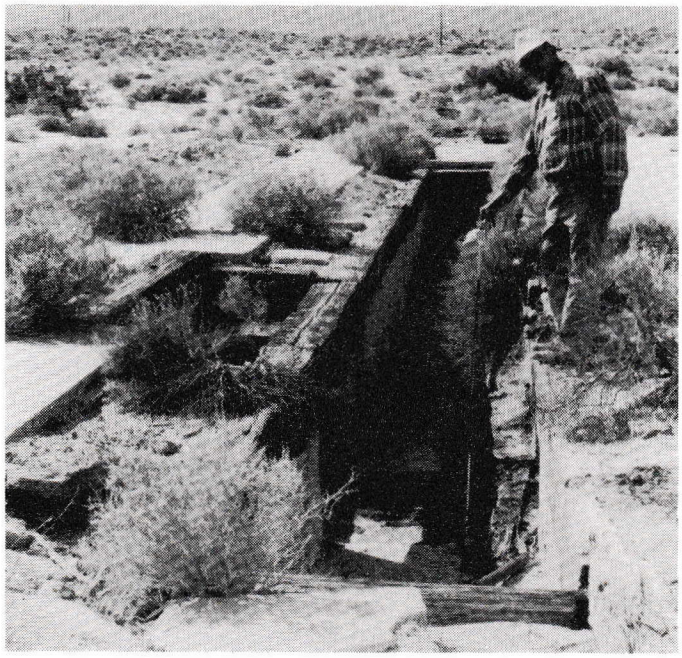
Research



The Archeological Field Survey party included: (Back row) **Al Keevil, Jim Baker, Richard Dick, Bob Haney, Charles Alban, Bruce Semelsberger, Bob Underhill, Mike Richards, Randy Houk**, (front row) **Bob Westover,** Rich **Borstadt, Roy Barnes, Paul Westover**, and **Teri Marnell** (not pictured)

Setting up the information retrieval systems in conjunction with the rest of the volunteer library staff remains a top priority. In addition, the new rolling stock roster book for our Museum is nearing completion by **Bill Schneider** with the aim of publication later in the year.

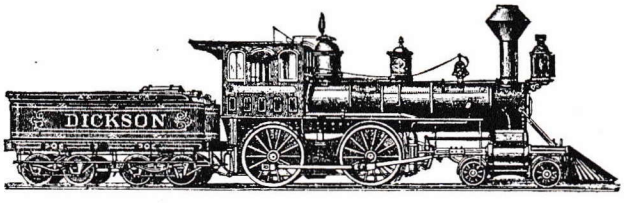
Preparation of the Report on the SD&A Desert Line Archeological Field Survey of the stretch between Dos Cabezas and Coyote Wells is proceeding. The initial survey was accomplished last fall by a team from our Museum with the cooperation of the MTDB and the SD&IV Railway. The report, due out in late spring, will detail the physical remains of the early years of the line as well as the later SD&AE period, including the Coyote Wells engine house and ceramic types still in evidence. Oral history was gathered as well, since the field crew had the benefit of the presence on the survey of the section forman at the time the original wooden Dos Cabezas water tank was replaced with the now derelict steel one. Some facinating findings will be detailed in the report.



Remains of the pit of the old engine house a the Coyote Wells is measured by field crew/researcher **Bob Haney.**



Jim Baker records foundation of bunk house at Coyote Wells.



BILL SCHNEIDER'S RAILFAN QUIZ

This one is the hardest yet and comes in two parts:

1. What is the original Builder's Number of our Ten-Wheeler steam locomotive SP #2353, delivered in October 1912?

2. What was the Builder's Number of SP #2363?

This is not just a test of your knowledge! We really need to know! If you have the answer to either or both of the above, call or write immediately to: **Bill Schneider**, 10215 Stone Point Lane, Spring Valley, CA 91977-6538; (619) 670-8926. And please give the source of your information, preferably in the form of photocopies. More on why this is so important in the next Report. And you don't have to be a member to answer.

OOPS @☆ ?#!!!

A FEW ERRORS

by BILL SCHNEIDER

The Lackawanna Cars story in the last Report contained two factual errors on the "trailer car" (SDA #255).

The car's original number was DLW #311, not 211. I knew that, but because it was later numbered DLW #2211 and EL #3211, I had "211" on my brain and used the wrong number! Sorry!

Also, it was a closed-end car, not open-end, when built. A magazine article used as one source said the trailer cars were "...converted from open-end coaches". Actually, only some were! Others (including #311) were built as closed-end commuter coaches. I assumed! For shame! (Maybe I was dreaming of Phoebe Snow!) Special thanks to **Bill Niedrich**, who by coincidence sent me the correct info even as the Report was being printed.

Does it matter? It does if you're a Railfan! Accuracy is all-important, whether it's in research, restoration, repairs, reporting, raising funds, running the show, or reciting the story!

One more, and this one wasn't my fault...Yes, the photo of SDA #255's trucks on page 6 was printed upside-down. You did notice it, didn;t you? It was a test of your powers of observation! (Yeah, sure it was. At least that's what the editor told me!)

And we missed a photo credit too. Still on page 6, the shot of NJT #3583's interior was taken and furnished by **David Swindells**.

EXCURSION CARS TO BE NAMED!!!

by BILL SCHNEIDER

In an outstanding example of international generosity, a major donation was made to our Museum by **Sr. Don Diego Francisco Jose Cabezas-Algodones Ysleta de Albondaga y Menudo**, a well-known businessman and political figure in Tecate. In return, our Museum has agreed to name its six ex-Lackawanna SD&A coaches after his six daughters. The cars will be named Chiquita, Conchita, Lolita, Panchita, Pepita, and Rosita, with a portrait of each of the ladies gracing the rear end of each car. They'll be repainted bright green with white window posts, red roofs, and pink interiors.

All six ladies are distinguished in their own fields. Chiquita manages the family banana plantation near Rancho La Puerta; Conchita a seashell shop in Ensenada. Lolita is a volunteer at a teenage girls' shelter in Tijuana. Panchita is a noted historian, married to a great-grandson of Pancho Villa. Pepita is an agronomist at a jalapeno farm near Mexicali. And Rosita (a former "Miss Mexicali Rose") is a hostess in Rosarita Beach.

The naming of these well-used cars fits in perfectly with our Musuem's three Mexicali cars: Mexicali Rose, Maria Elena, and Spanish Eyes, and enhances our status as the nation's only international railroad museum!

* * * * * * * *

[Editor's Note]: Once again we're approaching April 1st - the time of year when Bill Schneider goes wacko as our #1 Fool (er, April Fool). The above story is totally untrue and is disavowed by all persons on both sides of the border!

Board, continued

11. Board Committee Chairmanships and assignments were discussed but not finalized.

MISCELLANEOUS:

1. Discussion on rejoining the San Diego Convention and Visitor's Bureau.

2. The San Bernardino Railroad Historical Society, the restorers and operators of ex Santa Fe 4-8-4 #3751 are looking for an enclosed and secure facility for that locomotive. The Steam Team is researching the San Diego area for a site.

NOTE: Complete Board minutes are available for reading at the Museum office. Personal copies may be had by sending $1 and a stamped, addressed legal-size envelope with 75 cents postage affixed, to the Secretary at the Museum office.

EIGHT DAYS ON AMTRAK

by JACK M. O'LEXEY

On November 23, 1991 I flew United's One Way, Take The Train Back package deal. I flew to Orlando, Florida, visited Epcot for a day and then left by train for Baltimore.

When I got on the train my car attendant called me by name and directed me to Roomette #2. I had a scanner, so I could hear the electronic track side detector tell the number of axles, train speed, length of the train, and "no defects".

The train arrived in Jacksonville, Florida 10 minutes early. When we left we had a 19 car consist: 5 baggage cars, two full of instruments from a 250-piece marching band on their way to New York for the Macy's Parade; a CSX private car called "North Carolina"; and two engines. Our train and one from Miami were combined.

Dinner on the train was buffet style. The vegetarian pasta was excellent. They served ice cream for dessert. Everything was served efficiently except I had to remind them to get my ice cream. The next morning I had breakfast at 6:30 AM. Orange juice was not served in my room as was advertised, but the railroad French toast was great.

We arrived in Baltimore 12 minutes early. I got my car and drove to Straussberg, Pennsylvania just in time to ride their steam train. A four car consist was pulled by #90 going backwards to the Pennsyulvania Railroad's main line, where we saw a four car consist from AMTRAK go by at 79 mph, and on time.

I crossed the street to the Pennsylvania State Railroad Museum and toured their inside display area. The outside area was not open, so I took several pictures through the fence. I tried to eat at the CABOOSE Hotel and Restaurant, but it was only open on weekends.

The next morning I went to the Baltimore Railroad Museum which had a great roundhouse. The turn table had a hole in the floor on one side and one or two people would turn the engines by hand. I had helped work an air operated turn table in Mexico in 1989. Several steam engines were on display, all in great condition, all well painted, including steam engine #614 which had been in running condition just a few years ago.

Later I found my way to the Washington Union Station; it was the biggest station I had ever seen. When I got inside I found things busy like a real train station should be. It had shops and a large restaurant on the top floor and about 20 different 'fast food' places all together down stairs, and a V.I.P. lounge for first class passengers. I got a free drink of soda and just relaxed with no noise around me. Unfortunately, there was not time for me to look over the whole station as I would have liked.

My train for Chicago left on time. I went to the dome car right away. Dinner included a steak that was perfect, with ice cream for dessert, and, worth mentioning, **they used real plates**. After dinner I returned to the dome car where I remained until almost midnight. I was up again at dawn and back in the dome car.

We arrived in Chicago 10 minutes late. I found my friend Steve, and we drove around in the rain sightseeing. We went to the Sears Tower to the 103rd floor, where we could see above the clouds. We had dinner at the John Hancock Center on the 95th floor. It was a turkey dinner, and when we were finished they put a whole turkey in a box and gave it to us. After dinner Steve rented a horse and buggy. As we rode around we exahanged Christmas presents. Then, back to the train station and the V.I.P. lounge where I left my friend and got back on the train.

After boarding the "City of New Orleans", I went into, where else, my favorite haunt, the dome car. We arrived ahead of schedule at all our stops. I went to bed late, found some evening treats, for the first and only time although they were advertised on each train.

The next morning I was awakened by my car attendant with a glass of orange juice I had ordered the night before, and a newspaper. Then back to the dome car which was a one-third dome, #9406. For breakfast I had Railroad French Toast again - it was great.

We backed into the station 15 minutes early. I got my bag and went to my hotel in the French Quarter, then walked down to Bourbon Street and along the water front.

The next morning I got up and rode the trolley along the water front. About 1 pm I left for the train station and boarded the "Sunset Limited", a double deck train. The lounge-dome car was one that you could only see out the sides. The previous two trains had domes with a 360-degree view including over the top of the rest of the train.

They showed two movies on this train. The first night was "Backdraft, and the second, "King Ralph". Both were great movies, and were shown twice each evening on 3 TV sets.

We arrived in Los Angeles only 20 minutes late, which was fine, because it made it possible for me to get off the train, walk across two tracks to the "San Diegian" and head for San Diego. In all, I flew 3,400 miles, drove my rental car 200 miles, but most importantly, 5,800 miles by train - the longest travel by train for me.

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

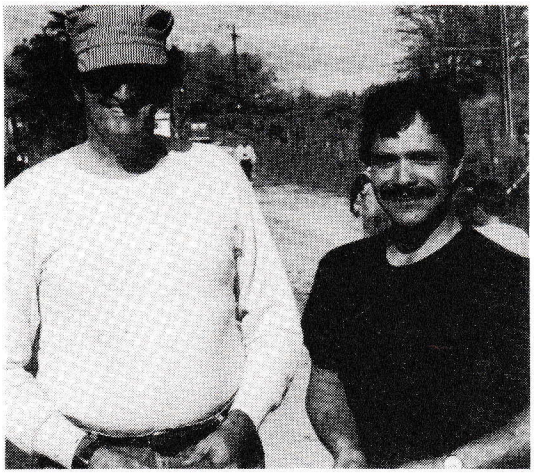
LIFE MEMBERSHIPS
SENIOR LIFE-$300: LIFE-$500: GOLD SPIKE LIFE-$1,000

COMPANY/CORPORATE MEMBERSHIPS
Associate-$1,000: Sponsor-$2,000: Benefactor-$5,000

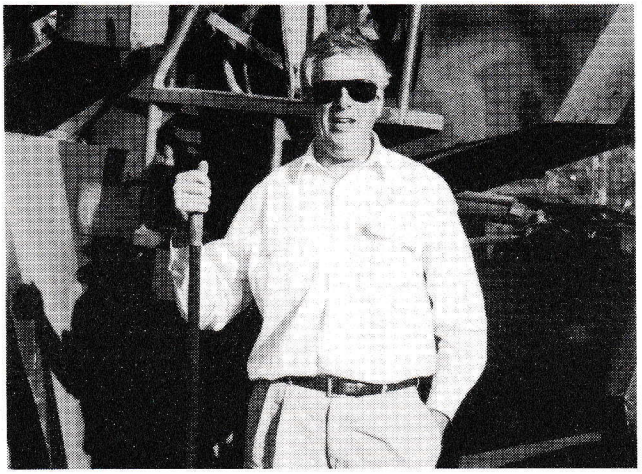
SAN DIEGO RAILROAD MUSEUM
4695 Nebo Drive
La Mesa, California 92041

Non-Profit Org.
U.S. POSTAGE
PAID
La Mesa, CA
Permit No. 205

A Division of the
Pacific Southwest Railway
Museum Association, Inc.



Work Day Head Honcho **Norm Hill** and **Duane Leal** discuss strategies for the day (why is Norm's shirt so clean?) photo-d.busch



Board President **Dale Busch** stopped raking weeds and trash long enough to preserve his efforts for posterity. photo-d.jones



Sure I'll move that pile of dirt - right after you show me the cookies you promised...
photo-d.busch