



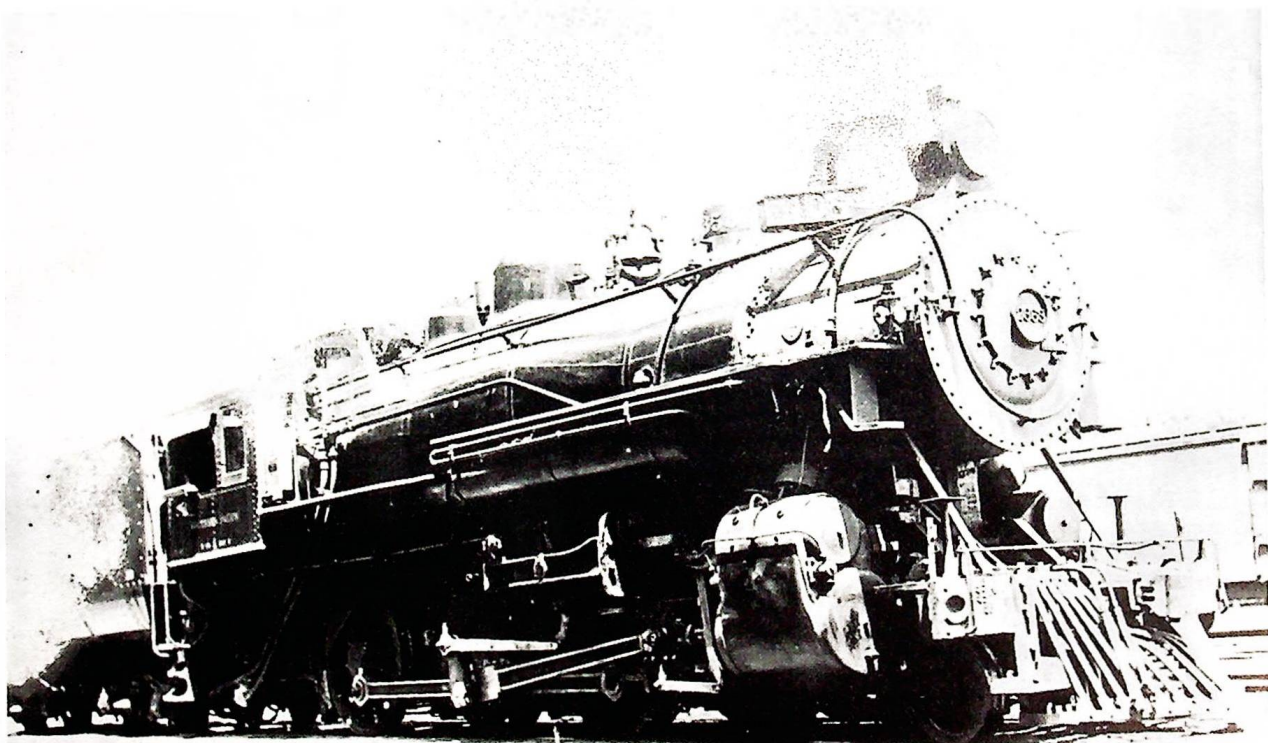
MAR-APR 1992

REPORT

NO. 234

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

SP #2353 AS SHE WAS, AND WILL BE AGAIN



MYSTERY PHOTO of SP #2353 was enlarged from a small photo whose whereabouts now are unknown. It shows the 1912 Baldwin-built Ten-Wheeler early in its career. Note the cab

window, light, bell, cabside lettering, and number on its forward dome. SP passenger train #108 ran from San Francisco to San Jose for many years. photo-SDRM Library Collection

MUSEUM DIRECTOR'S REPORT

by Kay Carter

SUPPORT YOUR LOCAL RAILROAD MUSEUM -
MANY, MANY THANKS DEPARTMENT!

We continue to enlist the support of Museum members and interested community backers to provide for critical ongoing restoration, operations and administrative projects for the San Diego Railroad Museum. The most gratifying part of this job has been working with people who so willingly give of their time, energy, and money on behalf of the SDRM. The most amazing part of this job has been that in many instances they have done it so very graciously and unsolicited! What an absolute joy it is to make a phone call or inquiry, lay out the problem and have the other person respond, "How can I help?"

Of course, we can never satisfactorily thank those of you who give countless hours in all kinds of weather for back-breaking tasks to keep the trains in operation, Mexican excursion trips running smoothly, and projects at Campo moving forward. The Museum staff, Board and members appreciate your hard work. I would like to take this time, however, to particularly recognize some recent railroad "angels".

Phil Klauber has recently donated shares of SDG&E stock to be sold and utilized for development programs. It is my understanding that Mr. Klauber does this on an annual basis and we appreciate his thoughtfulness. This also represents another way that interested contributors can benefit the SDRM. Please pass along this type of Museum donation opportunity to family, friends and other folks who are interested in our success.

In his estate planning, Jack O'Lexey has endowed property to the organization. Obviously, we want and NEED Jack to stay around for a long time (most recently I ran into him sealing the roof of locomotive #1820 on one of those hot, hot days at Campo), but his thoughtful planning will insure an income stream for future Museum projects. Thanks, Jack, for your support and belief in our organization's goals. Others interested in setting up a similar endowment or trust, please contact the office. The healthy future of our Museum can greatly benefit from your thoughtful consideration today!

Dave Slater, who is doing a terrific job heading up the restoration of our 1952 FMD MRS-1 Diesel-Electric locomotive #1820, has donated a fax machine to the office. Fax messages have been flying ever since. What a revelation the 20th Century is! At any given moment, I do believe half the country is either sending or receiving. Thanks so much, Dave, for making life a lot easier on the office staff and allowing us to put our most professional, efficient foot forward. The new fax number is 595-3034.

And speaking of the #1820 project, our Museum would like to thank Advanced Diesel Injection, Inc. and Mr. D.K. Henry of Chrome Crankshaft, Inc. for their recent donations of labor and/or materials. These donations were secured by Museum members and resulted in savings of \$8,000+ for the project.

Board member Terry Durkin offered to front the money required for purchasing and relocating a wheel lathe, soon to be moved here from it's current home in Seeley, CA. Once relocated and installed, the lathe could provide another source of income for our Museum. Thanks, Terry, for recognizing its benefit and immediately coming to our rescue. Thanks, too, to Wally Barber for his offer of equipment to load the machinery, and Bill Signs for underwriting the truck to transport it to Campo.

Special thanks go to Bud Hendrix of Bud's Weed and Brush Control for his generous donation of time, money and materials in assisting with our weed abatement program. The Dupont Company also donated a sizeable amount of product to our Museum. These two companies saved our Museum at least \$5,000 for this program. Thanks to Bud, Benby Jones and crew, our portion of the line was treated with the donated pre-emergent and will make brush removal an easier task for us. (More on weed control elsewhere in this edition.)

Additionally, I would like to offer the following pats on the back to some very special people who have recently supported Museum projects extending above and beyond the normal call of duty - Dan Marnell, for his unflagging support of the downtown Santa Fe Depot project; Larry Williams for the thousands of hours he has donated to our financial reporting process; Ted Kornweibel for taking the time to spearhead a grant proposal through SDSU in addition to his usual restoration responsibilities; Jeanie Jones and the #050 Committee for their tremendous drive and determination in putting together the Board proposal within a very short time frame; David Richardson for his focus on educational Museum outreach programs and the time he has devoted to making these dreams a close reality; Ed Paxton for his support and excellent ideas in our search for assistance with the #2353 project; Steve Wade for his continued fine work on the Car Barn and the real sense of pride he takes in the work that he and his crew have produced; the Simi Valley Track Party (both in San Diego and L.A.) headed by Paul Westover and the enormous amount of time they have spent organizing this donation of 1,500 track feet of rail and materials from the Southern Pacific Transportation Company; Mike Reneau, Mike Reading, Jim Hamill, Paul Westover and Greg Carter for their help in setting up the U.S. Grant display (carrying that speeder several blocks is no small feat, believe me!); Bobbie Ringersma and the volunteers who staffed the Santee booth, not only putting the entire display together in less than 6 hours (Bobbie), but doing such an outstanding job of distributing our materials to the huge crowd who attended; and, finally, Jo Ricker of Pacific Region Publishing, for sharing her expertise with Harry Doering and myself in establishing the rate schedule for the advertising proposal presented in this issue.

I know that each department has many volunteers who deserve monthly recognition for unsung acts that move us closer to our goals. Taken separately, these donations of

more Director

time and hard effort, though appreciated, are not particularly earth shattering. Added together, however, they make an enormous contribution of volunteers, members, Board and community forwarding the DRM into a first-class facility for the 21st Century. Denby Jones said it best - "Supporters like you we need; Friends like you we cherish!"

Hopefully, those members who have not had the time or inclination to become actively involved will become inspired to lend a hand on future projects. While your efforts may not always be written about, they will not go unnoticed nor unappreciated. All of us have valuable contributions that we can offer to our Museum - so help us find your niche and jump in - we need your help.

THE ROAD NOT TAKEN!

The paving of Parker Road remains a serious obstacle to moving forward with our Display Building. We must fulfill this obligation with the agency as part of our Major Use Permit. After being turned down by four area construction companies to assist with paving materials or equipment, Don Getz and I could use your help. Please let us know if you have any ideas for possible donors or assistance you or your company could provide. Don feels that with donations of equipment, our Museum will still need about \$5,000 to move forward. **THIS PROJECT IS MOST CRITICAL.** Donations to this fund are needed to begin immediate construction. We've exhausted our resources, so call the office with any leads for in-kind donations.

WEED ABATEMENT PROGRAM!

The March Jacumba trip was so very successful we had hoped to schedule other ones in May and June. Unfortunately, this is not possible at this time. Due to the recent rains, the vegetation along the track has proliferated. Until such time as the weeds can be cleared, the California Department of Forestry has stopped all trips out of our immediate 8-1/2 miles of SD&AE main line operations. Fires will be a very present danger this year and any agency responsible for starting one will also bear the cost of fighting one. Obviously, fire safety is everyone's concern and the financial burden of such responsibility would put our Museum out of business. However, these trips comprise excellent income for us and were a critical part of our budget projection. We are working with SD&IV to determine an efficient method of approach for weed abatement. This is a long term solution for a short term problem. In the interim, our Museum has contracted with the California Conservation Corps to begin manual clearing of the track from Miller Creek to High Pass the week of May 4th. We will evaluate the program at the end of the week for progress and possible scheduling of a trip and picnic to High Pass in early June. Our portion of the track, thanks to Dupont, Bud Hendrix, Denby Jones and company looks okay, but work is still needed along the meadow and east lead as well as in several of the cuts. Please call Denby

or Mike Reneau if you have some time to give to this program or can provide supervision for Freedom Ranchers and the Boy Scouts during the week.

COMMUNITY OUTREACH PROGRAM!

It's official! The San Deigo Railroad Museum has been selected as a participant in the Del Mar Fair! We have been offered a display in the Community Service Pavilion July 1-5. As part of our contract with the Fair, we must staff the booth at all times during the pavilion's operating hours. The rule is strictly enforced by management, so we are hoping to schedule at least two volunteers per four-hour shift. Call Bobbie to sign up for a shift or two. A kick-off Pot Luck Supper will be scheduled for all Museum participants prior to our dates so we can give you your passes, partners and pot roast! Don't miss out on the fun.

We have installed our display in the window of the U.S. Grant Hotel as part of our ongoing public awareness program. The window on the corner of C Street and Third Avenue is part of the Central City Association's Working Window Program. Stop by and take a look when you are downtown.

As part of our community outreach program, our Museum will be participating in a fundraiser with Mount Miguel High School on May 30th-31st. The band has been invited to participate in several pre-Olympic festivities in Barcelona, Spain. They are the only band west of the Mississippi invited to do so and it is quite an honor for the San Diego community. They are, however, considerably short of the necessary funds required. Our Museum heard of their dilemma and has offered to donate two passenger cars and a caboose for the group to sell rides on the four trains scheduled for that weekend. We will, of course, be selling our usual Miller Creek ride and simply add these additional coaches to the consist. Printer, Rick Benson of Golden Ink Litho has graciously donated the printing of the tickets, and should the band be successful in their efforts, they will be able to earn approximately \$4,000. The band will be entertaining Museum visitors on Saturday, May 30th at a pep rally on site so you might want to come out and join the festivities.

SAN DIEGO MODEL RAILROAD MUSEUM EVENT AT CAMPO!

Those of you who participated in the wine and cheese party at the Model Railroad Museum remember what a nice evening they provided. Now, it is our chance to return the invitation. Everyone is invited to attend a reciprocal event on Saturday, June 13th at the Campo facility. The group will be taking the 2:30 train ride to be followed by a special tour of our Museum and a Mexican barbecue. Cost for the dinner is \$6.00 per person, and the train ride on this special car is free. You will need reservations to attend, however, as space is limited. So please call the office with your reservation as soon as possible, at 595-3030.

FROM THE DIRECTOR OF CAMPO OPERATIONS

by Denby Jones

Spring has sprung and I cannot think of a better place to be on these weekends than out at Campo. Nice and warm during the day, and just a bit on the nippy side at night. Try it, you'll like it!

Well, the mechanical office is finished, with the exception of the electrical, and work is ongoing in the remodeling of the old facilities/restoration/mechanical office. Most of the work has been accomplished by Steve Wade and Charles Alban. Norm Hill has been spearheading the clean-up drive in the back 40, and on March 14th, he ramrodded a sequel to the clean-up we had in February. Roads were graded and a thorough inspection of the back 40 was done. Since then, a good portion of the barrels have been removed, most of the derelict ties are gone, and almost all of the junk has been removed. The back 40 is entering a new phase. We feel that it is time to separate what is left, consolidate it in their respective areas, and interpretably display what we can.

Speaking of clean-up, folks let's try to remember that a lot of things may have alternative uses. This is not to advocate that you try and save every item that presents itself. Common sense has to prevail. But, before consigning it to the trash, think a minute. As everyone knows, our Museum operates on a limited and fluid budget. Anything we can do to reduce the cash outflow in one area, may mean more funds for movement in another.

Railroads were in the recycling business long before it became a popular buzz word in our society. It was, and still is, just good sense to recycle usable material. All railroads have their "back 40's" in one form or another, and I guarantee that there is more in these collections of "recycable" materials than just railroad parts.

So if there is something that is to be discarded, take a second look at it. If it is truly scrap, discard it. If it looks as if it might be useful, check with other superintendents. If it has value to some other department let them take ownership and store it neatly in their area. There are a few people that have done a lot of work and surmounted many obstacles to clean the place up and I feel that it is everyone's responsibility to keep it that way. We do need a back 40, we don't need a junk yard!

The "1820 RESURRECTION GROUP" (forgive me, Dave, I just had to coin a title), headed by Dave Slater is going great guns. Windows have been replaced, flooring re-done, paint has been applied, parts are appearing, and most important of all people are returning. People like Vern Cooke, Bill Neidrich, and Dick and Jane Cupp. All I can say is welcome back, we hope to see more of you. While we are

touching restoration projects, take a look at the UP caboose and the wooden FGEX reefer at Campo. Norm has been finishing up the inside of the caboose and it is really looking good. Ted Kornweibel, Norm and Frank Stites have been re-sealing the wooden reefer and preparing it for paint. Tedious, but worth the effort. It is really going to be an outstanding car, so come out and take a look. See what restoration is about.

You may notice that many of the same names appear month after month, and they are truly deserving, as they contribute a great deal. But surely, there are more people in this organization than these few...I would really like to present new names in this column in each issue and associate these new names with faces at Campo. So come on out, find a project that you are interested in, dig in, get me the new names and support your Museum.

See you at Campo!!!

* * * * *

NOW IS THE TIME FOR ALL GOOD MEN TO COME TO THE AID-----I'm not just practicing my typing, I'm sending out a call!!!

The good news is that the Southern Pacific Railroad had donated approximately 1,000 feet of track to our Museum. It includes two #7 90-lb switches, 136#, 132# and 90# rail, all the trim and the ties. The ties are sorely needed to finish the yard at Campo. This track is the drill track located in Simi California (about 165 miles north of San Diego). There is also another 1,080 feet of 75# track we are negotiating for, same area.

The bad news is that we have 90 days to remove it from the SP property, and that is not a very long time. We need your help, whether it be equipment, donations, labor, whatever. We need people to pull spikes, load trim, and stack and band ties; fork lifts to move and load rail and ties, and trucks and trailers to transport it all to Campo. So break out the kidney belts, loosen up the muscles, dust off the machinery, open up the check books, and let's get this track moved!

For information, contact:

Ken Garges
730 Wishard Ave.
Simi, CA 93065
(805) 522-4412

Denby Jones
4318 Mt. Herbert Ave.
San Diego, CA 92117
(619) 279-2419

Donations can be sent to:
San Diego Railroad Museum
1050 Kettner Blvd.
San Diego, CA 92101

Please mark donations for the "Simi Valley Track Fund". Many Thanks...

**WILD WEST DAYS ARE COMING TO CAMPO!!!
SATURDAY MAY 23rd & SUNDAY MAY 24th**

MUSEUM'S BALDWIN TEN-WHEELER - HAS AN ALCO BOILER

by Bill Schneider

OPERATED - AND WILL RUN AGAIN - ON THE SD&A!!

When our Museum acquired Southern Pacific 4-6-0 Baldwin Ten-Wheeler #2353 in 1985, we knew it was the "Class Engine" (first out) of its series of ten (SP #2363-2362). We also knew it had operated on our local SD&A/SD&AE Railway. What we didn't know was that it had an ALCo-built boiler! Since the boiler is the major component of a steam locomotive, that makes #2353 a hybrid! Rhetorical question: Is it a "Baldwin/ALCo" or an "ALCO/Baldwin"?

The Ten-Wheeler's story began at the old Baldwin Locomotive Works at Broad & Spring Garden Streets in Philadelphia, PA in 1912 (Baldwin moved to nearby Eddystone in 1928). It's a Class T-31 oil-burning locomotive, and also a Class T-63 22/28 162-S, which refers to its 22" driver size, cylinder diameter, etc., and weight on drivers (in thousands of pounds).

Builder's construction #38221, it originally weighed 210,000 lbs. (104 tons) loaded; 182,880 lbs. (91.44 tons) "light" (without fuel or water); had a boiler pressure of 200 psi; and a tractive effort of 36,570 lbs. Other weights, dimensions and details (some later changed) are shown on the accompanying technical diagram.

The locomotive was completed in August, but wasn't delivered to the SP until October 18, 1912, its official "date of service". Its early history is unknown. A photograph from this period shows it with train #108, a number assigned to one of SP's San Francisco-San Jose passenger trains. In 1916 SP #2353 was in an accident, and its boiler had to be replaced.

Instead of a new boiler, the Baldwin was given a used one from a similar T-32 Class 4-6-0 Ten-Wheeler, #2363, which received a new one. Exactly why the change was made is unclear, but such switches were not uncommon on the P. The boiler (and SP #2363) was built in June 1913 by the American Locomotive Company at its historic Brooks Locomotive Works (established in 1869) in Dunkirk, western New York state. It was built of Otis steel, and numbered #B53313. Minus the "B", that was also ALCo's construction number for SP #2363, which was scrapped April 21, 1954. Installation of the ALCo boiler in SP #2353 was completed January 15, 1979.

SP #2353 was serviced at Tucson, AZ in December 1921 and at Tracy, CA (near Stockton) in January 1927, where a feedwater heater was added, its boiler pressure was increased to 210 lbs., and its tractive effort to 38,400 lbs.

On December 28, 1927 the locomotive was leased to the San Diego Arizona Railway, which the SP owned 50% of at the time and gained full control of in February 1933, renaming it San Diego & Arizona Eastern. Retaining its SP lettering, SP #2353 was used mostly in passenger service on the San Diego-Tijuana-Tecate-Campo-El Centro mainline, pulling some trains through to Yuma, AZ via



FAIREST OF THE FAIR? To a railfan, yes! SP #2353 was displayed with its Vanderbilt tender #8540 and SP Harriman coach #2693 at the California Mid-Winter Fairgrounds in Imperial, CA from February 1957 to August 1986. It was kept in good condition, as this June 1985 photo shows. photo-b.schneider

Calexico, Mexicali, and Algodones on the SP and its subsidiary Ferrocarril Inter-California (closed in 1959). It was also used on racetrack trains from San Diego to Agua Caliente (Tijuana Hot Springs).

The Ten-Wheeler was returned to the SP November 14, 1939 at Calexico, CA, and sent back to the San Francisco area, where it worked in freight service. It was serviced at Tracy in 1940 and at the Bayshore yards in Brisbane, CA (south of San Francisco) in 1942, '46, '49 and '53. SP #2353 received a new firebox and cylinders in 1942, and right cylinders again in 1946, along with a new pilot, flues, and driver springs. In the 1950s it worked gravel trains from Watsonville to San Mateo, CA (with SP #2381), switched cars at San Mateo's Peterson & Arnold lumber mill, served as a switcher in the Bayshore yards, and was used in other local duties.

Sent back to southern California, its final use was as a helper for SD&AE westbound freights from Coyote Wells (near Ocotillo) to Hipass, via the Carrizo Gorge and Jacumba. It was retired January 18, 1957, the paperwork being completed in Sacramento, although the locomotive remained in Imperial County.

On February 25, 1957, SP #2353 rolled into the California Mid-Winter Fairgrounds at Imperial, CA, with SP tender #8540 and SP chair car #2693 on snap-track. It moved itself by air pumped into its cylinders by a compressor. At 1 pm Sunday, March 7th, the locomotive and cars were donated by Southern Pacific Company to "...the people of Imperial County", to commemorate its 50th year of

more 10-wheeler

countyhood (it had once been part of San Diego County). Plaques were affixed to both engine and tender, calling it "The Grand Old Lady". Retired SD&AE/SP engineer Elmer Hall of San Diego, who had often operated the locomotive and was referred to in the press as "...the Casey Jones of the Imperial Valley" (a dubious honor, given Casey's fate!) was among the special guests at the dedication.

For over 29 years the exhibit, adjacent to Highway 86, was seen by thousands of passers-by and visitors to the annual fairs and special shows. Although no maintenance was performed, the dry air at Imperial kept SP #2353 in a good state of preservation, much better than that of similar-size SD&AE Consolidation #104, displayed in the sea air of Del Mar, CA during the same period.

In 1975, the PSRMA, led by President (later Executive Director) Jim Lundquist and other staff, and Life Charter member (and later Trustee) Jack Stodelle, who lived and owned radio station KROP in nearby Brawley, began efforts to obtain the SP equipment at Imperial. In 1982 meetings began with the 45th District Agricultural Board (the fair operator) concerning the exhibit and the PSRMA's planned museum at Campo, 68 miles west on a rail line SP #2353 had operated on extensively. Proposals were made by our

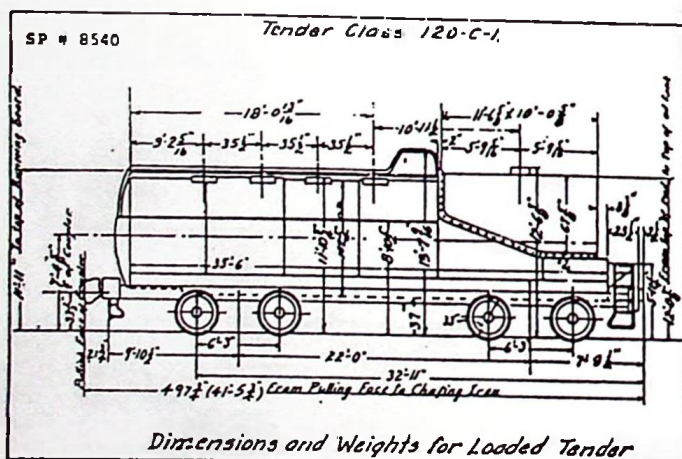
museum and other rail preservation groups, which also sought the Ten-Wheeler.

On November 13, 1984 the Board agreed to donate the equipment to the PSRMA. Following a year of further negotiation and SP agreement to transfer, formal conveyance of ownership was signed November 18, 1985, subject to our agreeing to "...pursue a long-range goal of actually operating the locomotive and tender for enjoyment of the public between Campo and the Imperial Valley", and placing a plaque or sign on or near them to credit the Fair and the residents of Imperial County for the donation and "...to recount the history of its operation between the Imperial Valley and San Diego". It was accepted by the Museum November 25th.

As changes had been made to the fairgrounds over the years, it was no longer possible to snap-track the equipment out. In July, 1986 the tender and coach were trucked to Campo, but the Museum faced staggering transportation costs to move the 104-ton locomotive.

Thanks to great efforts on the part of Jim, Life Member/Trustee Bill Niedrich, and others, and to major donations of services and equipment-use by the Owl Truck Company of Compton, CA and Enniss Enterprises of El

TEN-WHEELER & TENDER TECHNICAL INFORMATION

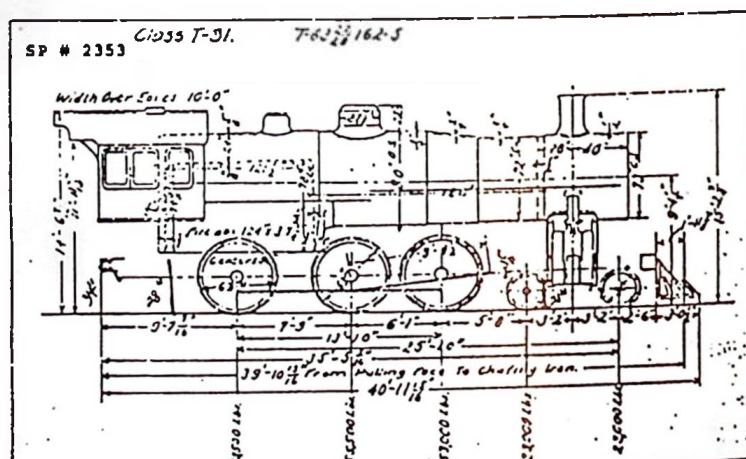


Dimensions and Weights for Loaded Tender

Tender Class 120-C-1.

Last revised 2-14-29

Capacity of Fuel Oil.....	4,000 Gals.
Capacity of Water.....	12,000 Gals.
Weight of Tender Empty.....	89,900 Lbs.
Weight of 12,000 Gallons of Water.....	100,000 Lbs.
Weight of 4,000 Gallons of Fuel Oil.....	32,000 Lbs.
Weight of Tender Loaded.....	221,900 Lbs.
Tender Axle Journals.....	5' x 12"
Weight of Truck.....	37
Height from Top of Rail to Bottom of Tank (Loaded Tender).....	37
Height from Top of Rail to Center of Gravity (Loaded Tender).....	37
Width over Front Steps.....	120 1/2"
Width over Back Steps.....	130 1/2"
Extreme Width over End Sills.....	140 1/2"
Diameter of Tank Outside.....	192 1/2"



Class T-31. T-63H 162-S

Last revised 2-14-29

Cylinders.....	22" diam x 28" stroke	Water Space, 5' wide, Sides, front & back.....	321 sq ft
Weight on Drivers.....	162,000 Lbs.	Graze Area.....	210 Lbs.
Weight on Front Truck.....	46,000 Lbs.	Boiler Pressure.....	253.5
Weight of Engine, Loaded.....	208,000 Lbs.	Equiv. Heating Surface to Cyl. Volume.....	51.7
Driving Axle Journals Main.....	10" x 12"	Adhesive Wt. to Equiv. H.S.....	237
Driving Axle Journals Others.....	9" x 12"	Tractive Effort to Adhesive Wt.....	4.22
Engine Truck Journal.....	6" x 10"	Adhesive Wt. to Tractive Effort.....	78
Boiler Tubes, Diameter of.....	5 1/2" x 2"	Tractive Effort to Total Wt.....	774.6
Boiler Tubes, Length of.....	15'-0"	Tractive Effort X Diameter of Drivers	68.15
Boiler Tubes, Number of (21).....	206	to Heating Surface.....	66.6
Boiler Tubes, Number of (15).....	28	Heating Surface to Tractive Effort.....	97.3
Heating Surface of Boiler Tubes.....	21,974 sq ft	Total Wt. to Equiv. Heating Surface.....	38,400 Lbs.
Heating Surface of Superheater.....	16,439 sq ft	Equiv. Heating Surface to Graze Area.....	
Equivalent H.S. of Superheater.....	696 sq ft	Tractive Effort (M.E.P. 85%).....	
Heating Surface of Firebox.....	230 sq ft		
Total Equivalent Heating Surface.....	3,123 sq ft		
Firebox, Length inside.....	124'		
Firebox, Width inside.....	37'		

more 10-wheeler

Cajon (crane service), SP #2353 was moved from Imperial to Campo on August 8-11, 1986 at a cost of only \$17,520! That was a huge sum for our volunteer non-profit Museum, but it was only a fraction of what it should have cost us!

The Ten-Wheeler was carried on a gigantic 16-axle, 80-wheel one-of-a-kind road transporter with two 450-hp prime mover 10-wheel tractors, for a total of 100 tires on the ground. It was taken south via El Centro to the Calexico area, and parked for the weekend; then on Highway 98 to Ocotillo; Interstate 8 through Devil's canyon to Boulevard; and finally on Highway 94 to Campo. It went from below sea level up over a 4,160-foot mountain crest, around sharp curves, and at times reached speeds of over 50 miles-per-hour!

Enroute, it was "pulled over" on a steep curve in Devil's canyon by the Highway Patrol to wait inspection by a CalTrans official of a minor crack in a part of the transporter, which posed a problem. Later it passed under the Stony Canyon high bridge over which it had operated in past decades - and will again later in this decade! Had the transporter been stood at end, it would have reached from the highway to the top of the 180-foot-high bridge!

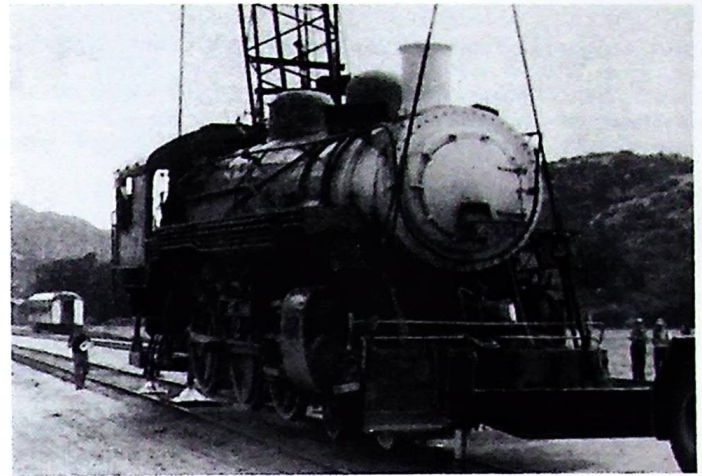
Since its arrival at Campo, SP #2353 has been partially disassembled by the Museum's all-volunteer Steam Team. UP boxcar #498769, parked behind the locomotive's tender, is being used to store the removed parts, and for tool and equipment storage. The Ten-Wheeler's cab was also removed, and is on the ground in the locomotive's restoration area next to the carbarn.

Most of the work on the locomotive is being done by our Steam Team, with some work contracted out to boiler works, foundries, and other firms under Museum supervision. The completion date of the restoration will depend on what needs to be done as work continues; the availability of workers; and most importantly, the availability of funds for this large-scale and major project! Watch the Report for news on progress. Better yet, help out in whatever way you can - especially financially!

Hopefully by 1995, SP #2353 will join the growing ranks of restored steam locomotives in the west, and will operate once again on the same SD&A tracks over which it once pulled much passenger "varnish" in the past!

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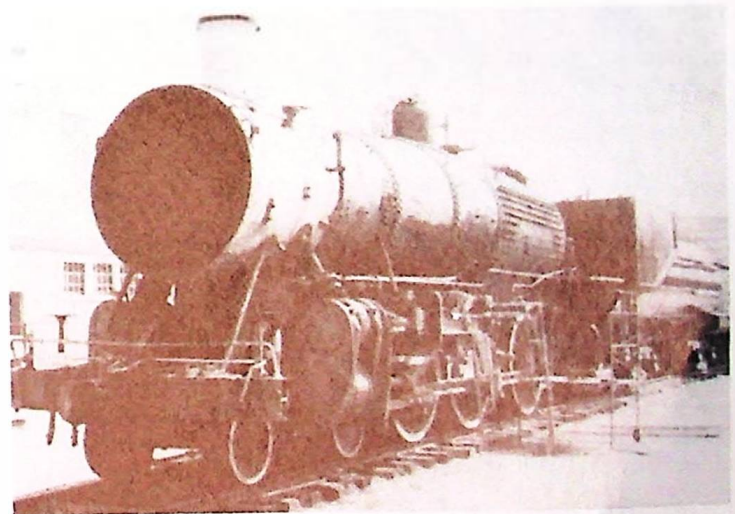
This story was compiled primarily from Museum files and photos, with additional material from Steve Peery of Walnut Creek, Will Whittaker of Mill Valley, the California State Railroad Museum in Sacramento, and the author's own collection. Thank you all! Thanks also to members P. Allen Copeland, Richard Dick, Bob Nickles, Bill Niedrich, Roy Pickering, Larry Rose, Jack Stodelle, and Larry Williams.



EASY DOES IT! SP #2353 is gently lowered onto the rails at Campo by two Ennis cranes as Museum members watch. SP Coach #2693, brought up earlier from Imperial, is in the background. photo-b.schneider



STEAM TEAM "HEADQUARTERS BUILDING" is SP #2353's cab, removed from the locomotive frame during restoration. photo-b.schneider



UNDERGOING RESTORATION, SP #2353 shows what a steam locomotive is in its basic form in these 1990 (and still current) views: boiler, smokebox, and cylinders on wheels.

photo-b.schneider

BOARD MEETING RECAP

by Chalmers Kerr, Secretary

The following are highlights from the minutes of the Board of Trustees meeting held March 24, 1992. Please be advised that these are unadopted minutes, subject to correction or amendment at the next regular Board meeting.

PRESIDENT'S REPORT

Dale Busch said he will be devoting his time prior to the April 21st special Board meeting to financial statements, tax and corporate filings. Kay Carter, Larry Williams and Sue Becker are developing an improved system to provide current financial data. All persons who submit financial data should do so in a timely manner in order for system data to be within one month of being current.

EXECUTIVE DIRECTOR'S REPORT

Kay Carter said that Roy Pickering and Rich Borstadt are picking up the recently donated Asa Smith collection of memorabilia. The Annual Dinner was a success. The Saga of the kidnapping and rescue of Hobo Joe was discussed. Good publicity was received because of Hobo Joe's adventures. The Museum will be offering a reciprocal joint event with the San Diego Model Railroad Museum at Campo on June 13th. SDRM will provide a private coach on the Miller Creek train, an in-depth guided facility tour and evening barbeque. The California Conservation Corps will be providing workers with a supervisor to perform weed abatement and track clearing for one week in mid April. Cost to us is \$5 per man hour. The Museum is seeing more interest in our facilities and rolling stock for TV commercials. We are working with the San Diego Film Bureau to further this cause.

DIRECTOR OF OPERATIONS REPORT

Denby Jones said the weed abatement program is showing encouraging results. Norm Hill is continuing the materials clean-up effort at Campo. Mike Panger is temporarily diverted from traction motor wire salvage to getting the support equipment operating. Miller Creek train ridership is up 8.6% in January and 8.2% in February over like periods in 1991. Steve Wade, Charles Alban and Norm Hill continue to work on car barn improvements. Steve is to be commended for his excellent craftsmanship.

TREASURER'S REPORT

Larry Williams discussed the Balance Sheet and Income Statement as of February 29, 1992, as prepared by Comptroller Joan Bush. Income to date is \$45,840.81, which is close to budget projections.

ACTION ITEMS

1. Harry Doering's "Proposal for accepting Advertising for the Report" was approved.
2. Kay Carter's "Proposal for New Membership Benefits" was discussed, but action was tabled until the April 21st Board meeting.
3. Dale Busch noted that the agenda for the April 21st Special Board meeting will be (1)

membership benefits, (2) Museum goals and objectives, (3) insurance, and (4) finances.

4. The "Proposed Budget Modifications to the Museum's FY1992 Budget" were approved.

5. Acquisition of a wheel lathe was approved. Costs will be \$3,000 to purchase, \$1,000 for loading/transport, and \$1,000 for set-up. A trustee offered to loan the Museum the necessary funds, to be repaid as funds are available.

NON-ACTION ITEMS

1. Board Committee Chairmen were announced. Central San Diego - Dan Marnell; Finance - Larry Williams; Exhibits and Programs - Bruce Semelsberger; Standing Rules - Wally Barber; Goals and Objectives - Denby Jones. Committee Chairs are yet to be appointed for Nominations, Development and Fund Raising; and Marketing and Public Relations. Dick Pennick was selected to be Museum Historian.

2. The March 7th Jacumba trip was a success. Twelve VIP guests rode the Robert Peary. A total of 478 passengers enjoyed the trip and barbeque at 1000 Trails Campground. Gross income was \$15,075, and the profit after expenses was \$8,791.

3. An Attorney's Advisory Group and possibly an Accountant's Advisory Group will be formed.

4. Treasurer Williams discussed in detail the new accounting systems and trial financial reports that he is developing.

5. Carter reported on the Museum's America's Cup exhibit, the new U.S. Grant Hotel exhibit and display and the potential for a booth at the Del Mar Fair.

6. Carter reported that Don Getz plans to start paving the Museum's entrance road in early April. Estimated cost is \$12,000.

7. Carter discussed Off-Line excursions and the various options for restoration of the Mexicali passenger cars.

8. Carter reported that the Museum requested \$30,000 in 'TOT' funds from the City of San Diego. The City Arts and Culture Commission recommended we receive only \$10,888. The final grant amounts will be decided by the City Council. Funds requested from the City are for the Santa Fe Depot Museum project. San Diego County 'TOT' grant requests are earmarked for Campo developments.

9. Considerable discussion about the Proposal submitted by the La Roma Gunfighters. No decision was reached.

CENTRAL SAN DIEGO COMMITTEE REPORT

Dan Marnell reported on the proposal he is preparing for the costing and installation of the Museum's exhibit spur track at the Santa Fe Depot.

'REPORT' TO ACCEPT ADVERTISING

For the first time in Museum history, the Report is going to accept advertising. This will be on a trial basis initially as a means to help reduce the cost of publication.

We have been printing 1,600 copies of the Report. Fourteen hundred went directly to the membership, and the remainder used for individual requests and handouts at special functions like our recent Christmas display at Grossmont Center.

The cost to produce 1,600 copies, including postage, is about \$1,400, or \$0.875 per copy.

Membership has been increasing, now over 1,500, and more extra copies are being included with grant applications and other requests, so the total printing is being increased to 1,800. And with our plans to set up a number of downtown displays such as in the Grant Hotel street windows, and also have a booth at the Del Mar Fair this year, the need for handout copies is increasing. In short, producing our newsletter is a major expense that needs help.

Our Museum Director, Kay Carter arranged for me to discuss this with someone who has had a great deal of experience in establishing advertising costs in publications such as ours, resulting in the following rate schedule:

Advertising space will be available in several sizes, generally using a business card, equivalent to 1/8 page, or its multiples, as a gauge.

Advertisers must conform to the following:

- Must provide camera-ready copy
- Must subscribe to a minimum of 3 bi-monthly issues, or multiples of 3
- Must be "G" rated
- No ads for alcohol or tobacco products
- All ads must be black-and-white (color may be added later at advertisers cost)

The Rate Schedule:

- Eighth Page Size (Business Card)
\$25/issue x 3 = \$75
x 6 = \$120 (20% discount)
- Quarter Page Size
\$45/issue x 3 = \$135 (10% discount)
x 6 = \$216 (20% discount)
- Half Page Size
\$80/issue x 3 = \$240 (10% discount)
x 6 = \$385 (20% discount)
- Special consideration of further discounts will be given to "Corporate" Sponsors and Gold Spike Life Members.

Acceptance of ads will be at the discretion of the Report Editor, and it will be a rule-of-thumb that the amount of advertising will not exceed 25% of the entire newsletter.

Please address all inquiries to Harry Doering, Report Editor, SDRM Office, 1050 Kettner Blvd., San Diego, CA 92101. Submission of ad copy should be sent to the same address, and must be accompanied with the appropriate payment.

RAILFAN QUIZ

by Bill Schneider

When was San Diego's present railroad depot built, and what three names (and variations of them) has it been known by?

Please don't send your answers in. This one's so easy we'd be inundated! But watch for a special story on the depot in the next issue of the Report.

ANSWER FROM LAST ISSUE

In the last Report we asked for the builder's number of SP #2353, and for SP #2363's. The answers are in this issue's story on our Ten-Wheeler, which also explains #2363's part. The numbers will be needed when we seek FRA certification for a restored #2353! Its builder's construction number wasn't in our Museum files, and even SP's Descriptive Record, obtained by our Steam Team from the CSRM library in Sacramento didn't have it!

We received seven correct answers from members all over California and as far away as Virginia! They were from nationally-known author and locomotive authority Allen Copeland of El Cajon (should have asked him right away!); Gold Spike Life Member Alan Miller of San Diego; Life Member Bill Gardner of San Bernardino (who worked 40 years on the Santa Fe starting in 1926, and on the restoration of SP #3751 from 1981 to 1992); Robert Ramsay of Arcadia; Douglas Richter of San Bruno in the SF Bay area; Rene' Scheuerman in Spring Valley; and former Norfolk Southern engineer Mark Brockner, who telephoned all the way from Manassas, Virginia! Congratulations, and thank you all for your help!

Credit should also go to the sources most of these members quoted: Southern Pacific Company: Steam Locomotive Compendium, by Timothy Diebert & Joseph Strapac (Shade Tree Books, 1987); and Locomotives of the Southern Pacific, by Gerald Best & David Joslyn (R&LHS Bulletin #94, 1956, and also R&LHS Bulletin #63, 1941). The Compendium isn't in our Museum library, so if someone would like to make a great and useful donation.....contact Roy Pickering!

more board

EXECUTIVE SESSION (Trustees Only)

The Board approved salary and contract for Executive Director Kay Carter and salary for Office Manager Bobbie Ringersma for 1992-93.

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

STEAM WHISTLIN'

by LARRY J. WILLIAMS

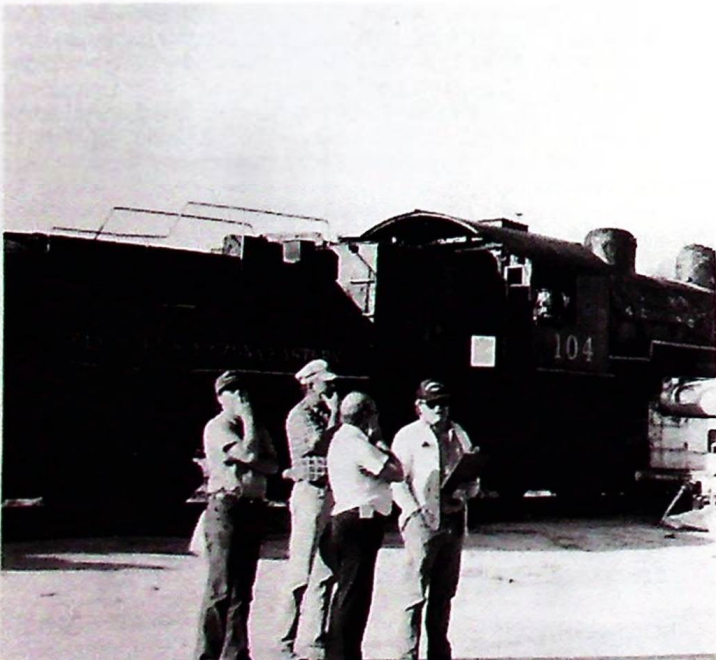
The Steam Locomotive Group of our Museum has been busy on several projects through the winter months, and will continue into spring. They are preparing SD&A Locomotive #104 to become part of a static display train to be parked near the Campo Depot. The group will patch the holes that have rusted in the boiler jacketing, chip away rust elsewhere on the locomotive and tender, scrape off grease from the drive gear, and apply new black paint.

Unfortunately, that means the old letters and numbers will be destroyed. So, each of them is being carefully photographed and measured so they can be reproduced.

Another part of the stabilization effort is to straighten and repair much of the damage done to the metal of the running boards, cab, and hand rails.

The Steam Locomotive Group has plans to apply this kind of stabilization to the remaining steam locomotives (Coos Bay, Lavino, #46, etc) as time permits. These efforts are intended to allow the steam locomotives to survive into the future without further deterioration, until someday when they will be restored.

Bob Nickles is heading up the project of removing rust and applying a new coat of black paint to the boiler of our Shay #3 locomotive. The Shay's boiler was recently given it's annual inspection by Bill Fox from the Hartford Insurance Company. The report indicated several problem areas with some of the radial staybolts and erosion of the thickness of the metal around the bottom wash-out plugs.



Bob Nickles, Dick Pennick, Rich Borstadt, and Bill Donovan strike a thoughtful pose in front of #104 as they discuss the best way to stabilize and display it. photo-l.williams



Richard Dick and Cliff Pennick work at dismantling the power reverser from #2353. With two guys working and four giving advice the project must have been successful!!!

photo-l.williams

Progress on the SP #2353 continues. Richard Dick has dismantled the power reverser and it is being cleaned, sandblasted, and will get a new coat of black paint. He will put in new seal packing and then reassemble it. All of the locomotive accessories are being renewed in this way so they will be ready to put back on the locomotive when it is ready.

The Steam Group has completed the restoration plan for #2353 and has worked out the timelines necessary to have the locomotive completed and operating to pull an excursion train as part of the celebration of the 75th anniversary of the San Diego & Arizona Railway in November, 1994. The budgeted cost estimates have been included with the restoration plan and the whole package will be presented to Staff and the Board of Trustees soon.



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

FACILITIES UPDATE

by Steve Wade

CAR BARN

With springtime upon us our thoughts, once again, turn to...SIDING!!! The north end of the barn has been sliding by for far too long. I hope to start covering it up by early May. We can then remove that scaffolding and stop cringing everytime someone looks up at the north end of the building. YEAH!

The offices upstairs are 99.99% finished. So, next time you're out, take the stairway by the kitchen and see the new mechanical/restoration/facilities offices.

As of this issue, I'm still wishing for an electrician (who has the gumption) to run our machine shop wiring. This is critical to our 2353/050 work.

Charles Alban has been busy cleaning and painting several machines in preparation for their eventual use in the shop. Charles, along with Dave Richardson and Art Cole, took down the Santa Fe sign on the south end. Charles stripped off the old paint to reveal a beautiful blue porcelain finish. Good work sport! We have a gentleman in La Mesa who is willing to redo the neon. All we have to do is deliver the sign to him. Many thanks to Terry 'R/R' Durkin for lining up this donation.

Now that most of the upstairs work is done, I'm headed downstairs towards the new 'restoration storage room'. We'll be setting up some shelving in there to keep the '050' parts safe and sound. Denby Jones may have the solution to our leakage problem and we'll be working together to seal it up.

NORTH FORTY

It's good to know there are friends out there who will come out and help when called upon. We had a second clean-up on March 14th and it's really beginning to show. Rotten ties have been removed, more rubbish has gone to the dump and new (previously buried) treasures are seeing the light of day! Many thanks to Mike Retz, Cliff Pennick, Dick Pennick, Frank Stites, Duane Leal, Paul Westover, Charles Alban, Ted Pushin' Fifty Kornweibel, Rich Borstadt, and Norm Hill.

Ray Lethbridge is going strong inside the tool room; he's been sorting all manner of screws and parts so when someone needs a 5/8ths brass wood screw, you can tip your hat to Ray for the time you saved in finding one. Thanks, Ray.

I must take this opportunity to thank everyone for the special award I received at the annual dinner. I can think of ten or fifteen other people who are more deserving of it than I. I see them every weekend, hurrying about from one end of Campo to the other, making sure trains are 'fired up', inventories are in order, supplies are at hand for the days work, cleaning up our 'living room' before the guests arrive.

RESTORATION NEWS

by Ted Kornweibel

The Restoration Hall of Fame announced at the Museum annual dinner includes over two dozen individuals who have earned my greatest appreciation for their efforts this year. Thanks to them the public has much more to enjoy when they visit both Campo and the La Mesa Depot.

Norm Hill was honored as "Restoration Volunteer of the Year". He's been working far beyond the call of duty for so many years that he might well be restoration specialist of the decade. There isn't a task that is too boring, dirty, or hard work for Norm to tackle, especially if it involves a caboose.

The list of others who received Restoration honors is a long one: Frank Stites, Jim Hamill, Paul Bortell, Ray Lethbridge, Steve Wade, Jeanie and Denby Jones, Dick McIntyre, Dan Marnell, Charles Alban, Harry Hurry, Ken Faller, Duane Leal, Tim Floresch, Bob Haney, Roger Garrett, Olivia and Tony Neece, Dick Pennick, Bruce Semelsberger, Bill Schneider, Mike Reneau, Jack O'Lexey, Steve Norris, and my 9 and 10 year old sons, James and Daniel. All awardees will be receiving certificates of appreciation.

Sometimes it seems that restoration work is an offering of blood, sweat and tears. Just when we thought we were ready to put the final coats of paint on the Fruit Growers Express reefer, our painting expert, Jim Hewes found that some of the siding had to be taken down to the bare wood and penetrated with oil before repainting. Ted Kornweibel has started this task and will undoubtedly be joined by others who have worked on the reefer in the past few weeks, including Norm Hill, Frank Stites, and Daniel and James Kornweibel. We could sure use some new blood on this project--it's dragging on a long time. How about helping us bring this car to completion???

The car that has been dramatically transformed in the last two months is the UP Caboose. Norm Hill has done a tremendous job stripping and repainting the entire interior, and it looks fantastic. In the process he discovered the need for repairs that had somehow been overlooked before, and those jobs have been capably done by Ross Robinson, Dick McIntyre, Bob Haney, Jim Hamill, Frank Stites, and Ted Kornweibel. By the time you read this the interior should be completely done and work progressing on stripping and repainting the roof. That won't take long, and then we'll have a great "roll-out" celebration. Stay tuned for news of that. Here's your last chance to get in on this caboose action before it's all complete! Norm could still use help on the roof painting project. See you at Campo any Saturday. We'll supply the project; you supply the blood, sweat and tears. No skill needed--just willingness to die for the cause!

BOARD OF TRUSTEES SETS FUTURE GOALS

by Kay Carter

At their April 21 Special Meeting, the Board of Trustees considered the staff recommendation for Museum Goals and Objectives through 1995. These goals were developed after 6 months of meetings between Board, staff, and members of the Museum and are designed to fit into the adopted Master Plan for the organization. A brief summary of these goals follows. The next issue of the Report will provide the members with an in-depth analysis of the entire proposal. It represents a focused aggressive program for the organization and was adopted contingent upon funding to implement. We will need everyone's assistance in accomplishing these objectives, so please consider ways you can actively become involved. All Departments had input in their development and Superintendents can offer you a variety of tasks that need immediate attention. These goals are wide-ranging and will provide areas of interest to match all manner of expertise.

MAIN GOAL: "Rebirth of the Impossible Railroad". Celebrate the historic 75th Anniversary Diamond Jubilee of the San Diego & Arizona Eastern Railroad with a reintroduction of steam locomotion recreating the inaugural run from the Santa Fe Depot to Campo (Carrizo Gorge) to coincide with the anniversary year.

GOAL #1:

Place into service the steam locomotive Southern Pacific #2353 by the goal date. Costs: \$250,000 to restore; Manhours - 15,000; Machine Shop - \$20,000.

GOAL #2:

Restore John D. Spreckels' private car, #050, in conjunction with the historic commemorative run. Costs: \$201,000 Display Building: \$175,000

GOAL #3:

Create a display of rolling stock and interpretive exhibits in the Santa Fe Depot. This goal has been separated into Phase I and Phase II development. Phase I projects the installation of a display track on the exterior of the building under the portico of the Baggage Building with two pieces of equipment on exhibit. Costs for Phase I: \$140,000

GOAL #4:

By November, 1994 have a quality Museum at Campo for a November 1994, Anniversary celebration through the completion and upgrade of existing Campo facilities; and, a rolling stock display ready for interpretation and public enjoyment.

The above plan outlines a capital campaign fundraising effort of the following:

PLEASE NOTE: Additional objectives with respect to interpretation and display must still be factored into Goals 1-4. Man hours to accomplish will be in addition to the

above presentations. Costs, however, will not be significantly impacted. A small budget for the actual celebration is included below.

Steam - \$270,000
Currently in restricted - \$12,000
TOTAL - \$258,000 (includes Machine Shop)

#050 - \$376,000
Currently in restricted - \$1,500 (#050)
\$85,000 in State fund
TOTAL - \$289,500 (includes Phase I Display Building)

SF Depot - \$140,000
City funding currently - \$11,000
Restricted account - \$4,000
TOTAL - \$124,200 (includes Phase I only)

Restoration - Additional monies \$10,000

Facilities - Approximately \$21,000 additional

Interpretation - \$13,000 - Diamond Jubilee Event Celebration

Public Relations - \$5,000 (Brochure development)

TOTAL PROJECTED COSTS TO MEET ABOVE GOALS:

Projected:	\$845,000
Available Restricted	114,300
Museum Annual Budget	45,000

TOTAL CAMPAIGN COSTS: \$685,700

INTERPRETATION DEPARTMENT

by Rich Borstadt

Spring is proving to be an extremely active season around the Museum. Our smaller Artifact collections and document archives continue to grow (see the accompanying article on "Dumpster Collection II"). A superior time was had by all who joined the Museum for a spring excursion to Jacumba and beyond on the old SD&A right-of-way. A nature walk to explore part of the old Indian campsite at the head of the Carrizo Gorge was just one of many highlights.

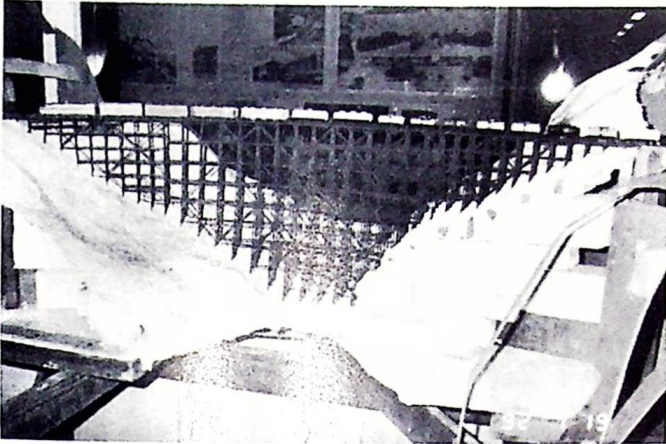
The annual PSRMA business meeting and dinner, held once again at Tom Ham's Lighthouse in March, proved an ideal forum for recognizing the tremendous amounts of volunteer time devoted to the Museum. The following were recognized for their continuous devotion to the interpretive tasks of the Museum over the past year.

VOLUNTEER APPRECIATION AWARDS

Norma Abbott, Sally Anderson, Jim Baker, Mike Boerner, Dan Botkin, Alan Brill, Carol Callahan, Roger Clegg, Rita Cloud, Margaret Collins, Bob Cornett, Joe Custer, Kevin Denham, Richard Dick, Harry Doering, Mat

SAN DIEGO MODEL RAILROAD MUSEUM MIXER

by Charles Pratt and Jim Price



Under construction in the N scale layout at the San Diego Model Railroad Museum is this replica of the bridge in Carrizo Gorge that spans Goat Canyon.

San Diego Railroad Museum members who visited the San Diego Model Railroad Museum for the January 18th reception found a lot of progress there in the past few years.

The Museum is located on the lower floor of the Casa de Balboa building in Balboa Park. Other tenants in the same building are the Hall of Champions, the San Diego Photographic Museum and the Museum of San Diego History.

Four permanent layouts occupy most of the 22,000 square feet of museum space. Of these, one is O scale, two are HO and one is N. Exhibits feature railroads of the southwest, including the San Diego & Arizona Eastern.

One of the most spectacular exhibits is the model of the Goat Canyon trestle in Carrizo Gorge, in HO scale. It extends about 15 feet

back from the aisle, makes a right turn and continues back another 10 feet. The track is more than 6 feet above floor level on the bridge, and the mountain peaks are 10 feet above the floor.

Another version of the same trestle has just been completed for the N scale exhibit, and the surrounding scenery is still under construction. That model was built by Rick Blanchard, who spent some 380 hours working on it over a year and a half, assembling 417 actual feet of scale lumber. This is the largest scratch built N scale structure on the exhibit.

Blanchard used photos of the trestle and drawings of repairs made at the bottom of the structure where storm damage had washed out some of the footings, as a guide for construction. He used a CAD program on a Macintosh computer to develop initial working drawings. When the scene is completed it will contain the other four trestles, the fire (tank) car that sits on the siding to the right of the trestle, the water tank up the hill, and access steps.

The San Diego Society of N Scale is also modeling the San Diego & Arizona Railroad between San Diego and El Centro, but the N scale layout follows a route that stays in the U.S., over a course that was surveyed, but never built.

One of the most interesting aspects of the museum is the realistic interpretation of many stretches of southwestern railroads in scale. This has been the goal in the four largest dioramas, and is done so well that these models can offer insights into existing real railroads.

If you missed the January reception, or if you haven't been to the Model Railroad Museum recently, stop by soon and check it out. You'll be amazed! Call (619) 696-0199 if you wish additional information.

more interpretation

Domen, Sherwin Dorris, Duane Dubke, Carol Dyreng, Jack Ebey, Laura Emery, Kathy Foote, Jim Friedlan, Corrine Gallagher, Jerry Gillam, Bill Groya, Bob Haney, Norm Hill, Ray Horner, Randy Houk, Harry Hurry, Jeanie Jones, Al Keevil, Herb Kehr, "Chop" Kerr, Duane Leal, Ray Lethbridge, Don Livesay, Teri Marnell, Ann McVeagh, John Mercer, Olivia Neece, Bill Niedrich, Art Paget, B.V. Parks, Cliff Pennick, Dick Pennick, Roy Pickering, Mike Reading, Rich Reiser, Mike Renneau, Mike Retz, Bobbie Ringersma, Ann Ruppert, Bill Schneider, Bruce Semelsberger, Peter Sheakley, Dave Slater, Russ Stockwell, Maryann Thompson, Mary Toomey, Bob Underhill, Dorcus Utter, Katie Walker, Paul Westover, Charlie Zigelman.

SPECIAL INDIVIDUAL RECOGNITION:

La Mesa Depot Station Agent of the Year
Art Paget

Library Award for Seeking Special Training
on Behalf of the Museum
Laura Emery

Campo Trainman/Guide of the Year
Cliff Pennick

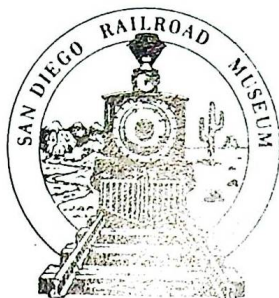
International Excursions Special Award
for Special Fundraising Effort- Mexicali Cars
Rita Cloud

Special Spouse Award
for Diverse Distaff Contribution
to Museum Interpretation
Gretchen Friedlan

SAN DIEGO RAILROAD MUSEUM

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

WELCOME NEW MEMBERS

The following new members have joined our Museum family during the months of March and April, and are warmly welcomed.

LIFE

Roy Harper; Teri Marnell; Gary Jacobs; and Denby Jones (upgrade).

SENIOR

Dorothy Parsons; Jerry and Ann Judd; Bettie Bloom; Barney Bloom; Leland Lake; Beverly Lake; Catherine Lehton; Charles Lehton; Dorothy Goodwalt; Karl Goodwalt; Julia Barker; Mary Helen McCombs; William McCombs; Virginia Willhite; Richard White; Mary White; Fern Thomas; Bob Shelton; Henry Schaefer III; Elsie Foster; Libby Crane; Harry Cannon; Mary Cook; William Knowles; Al D. Martin; Miriam Osborne; Glenda Swartout; Raymond Carpenter; and Frank Wagner.

FAMILY

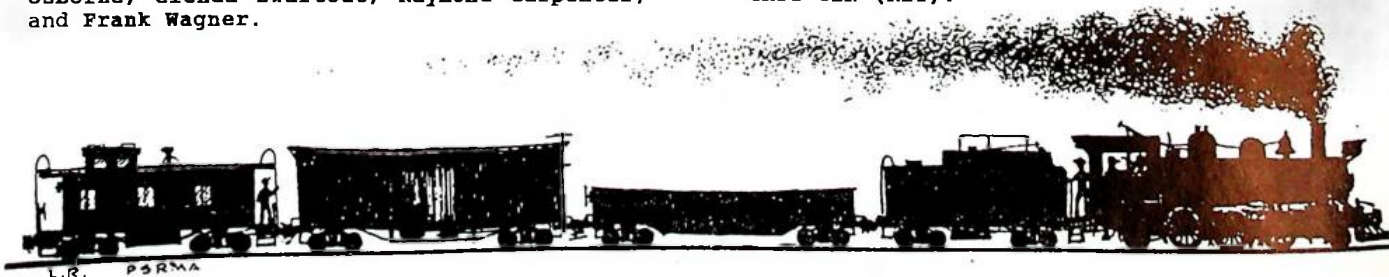
Billy Just Family; Burch Family; Doering Family; Paul Dillingham Family; Robert Hallbach Family; M. F. Keller Family; Webster Parker Family; Tom Schlotman Family; Richard Schwartzlose Family; Michael Busch Family; Nesbitt Family; Fematt-Hanson Family; and the Graham Family.

STUDENT

Malcom Leland

INDIVIDUAL

Linda Shaffer-Vanaria; Tony Vanaria; Joyce Zelenz; Sandy Whitmer; Rob Stone; Connie Smith; Don Odarico; Jane Chappell; Rolando Alvarez; Dahne Cherry; and T. L. Ferrier, CAPT USN (RET).



L.R. PERMA