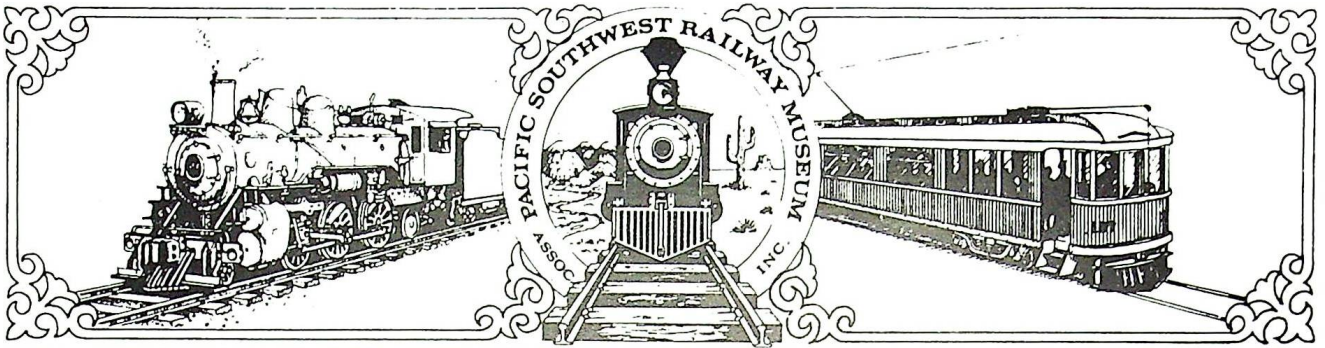




SEP-OCT 1992

REPORT

NO. 237

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

SD&A GOLD SPIKE RETURNS



The San Diego Railroad Museum's Gold Spike Committee accepts the original Gold Spike during a ceremony at the Santa Fe Depot. From left, Kay Carter, Rich Borstadt, Terry Durkin, Dale Busch (holding the Gold Spike), Mrs. Barbara Frasier, Mr. Frasier, Richard Dick, Ann McVeavh, Corrine Gallagher, and Chalmers Kerr.

SD&A GOLD SPIKE---IT'S HOME

by Chalmers Kerr

At our Museum office on September 14, 1992, Mrs. Barbara J. Frasier signed a Deed of Gift conveying the C.A. Vincent (her grandfather) collection of railway memorabilia to the San Diego Railroad Museum.



C.A. "Buddy" Vincent in younger days, and at retirement.

The collection includes the Final Spike (Gold) used during the completion ceremony for the SD&A Railway on November 15, 1919, assorted papers, photographs and other materials.

Gold Spike Committee members Chalmers Kerr, Chairman, Rich Borstadt, Ann McVeagh, Corrine Gallagher, Richard Dick, Terry Durkin, Dale Busch (PSRMA President), Kay Carter (Executive Director), and Meredith Vezina (special reporter to the San Diego Union) met with Mrs. Frasier and her husband to discuss the donated materials, Mr. Vincent's colorful and interesting career, and ideas on the memorial exhibit. Mrs. Frasier was delighted to find out that Richard Dick had worked with "Buddy" Vincent and that Dick may be able to identify persons in the old photos not known to Mrs. Frasier.

The collection - the photographs and documents - are now being catalogued and will be made available for exhibit and for use by researchers. The Gold Spike is temporarily in a bank safe-deposit box.

The Gold Spike and a limited number of photos and other memorabilia will be placed on public display, hopefully in time for the November 15, 1992 73rd anniversary of the railroad.

Current plans are for the interim public exhibit to be at the museum of the San Diego Trust & Savings Bank, Sixth and Broadway in downtown San Diego. The Gold Spike Committee and Mr. Theodore Davies, Bank Museum Curator/Historian, will be working together on exhibit design and placement at the bank museum. Final developments will be forthcoming.

LIBRARY NEWS

by Roy Pickering

The last few months have been very busy at the library. Bruce Semelsberger has 90% of the map collection boxed and rough sorted; Laura Emery has the diesel manuals cataloged and is starting on the steam manuals; Teri Marnell has put covers on a large portion of the book collection; Randy Houk is keeping up with the constant flow of magazines; and Bob Underhill is really digging deep to sort out how the Santa FE organized their employee timetables over the years. By the end of this year we will be able to find any timetable by Division, District, Number, and Date. Randy is also preparing a map showing how the divisions and districts were broken up. Allen Dillane has taken up the task of organizing the photo collection and would like to get help from anyone out there interested in photos. We have over 10,000 to sort and catalog.

Thanks to the following; Bruce Semelsberger, Laura Emery, Kevin Emery, Teri Marnell, Mike Richards, John Richards, Allen Dillane, and Roy Pickering. They sold hotdogs, lemonade and cookies on Labor Day at Campo, and again for Oktoberfest at the La Mesa Depot. Over \$1,000 was raised. Great job everyone.

TRIVIA: What was the original name of HI PASS? What size frogs did Hi Pass use?

Answers elsewhere in this issue - look for 'em.

LIBRARY WANT AD: We are looking for a member or friend who can help us fix our copy machine. It is a Panasonic and needs adjustments.

We are also looking for a donation of an all-glass display case, about 5 feet long by 3 or 4 feet high, so we can display some of the many great artifacts in our collection. If you know of one, or know of a company that has moved or gone out of business recently that used display cases like this, please check it out and tell Roy or Bobbie at the office.



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FROM THE OPERATIONS DIRECTOR

by Denby Jones

I would like to start off by offering a special thank you to Corky North of Command Roofing here in San Diego. He and his company graciously donated the time and material to repair the roof over the tool room. This has been a task that really needed to be done and we really appreciate it. So again, Corky, Thank You... I would also like to thank Gary Isles. He donated a Rock Island S-2 speeder, in operating condition, to our track department. Thank You, Gary, it is a gift we certainly can (and will) use.

In the last issue I started out by remarking "Progress, Progress, Progress". Well, I think I understated it, so let me give you a quick tour of what is going on around Campo:

Leaving the Depot, where we watched the demonstration train depart on its Miller Creek run, we pass the trucks for the Postal Car. These have had the pedestal liners replaced, have been reassembled, and are ready to mount to the car. The postal car is setting next to them, waiting to gather her wheels and take her turn in the Car Barn for restoration.

Walking up toward the Car Barn, we pass the section house which is showing off a fresh coat of paint. We notice that the ground is noticeably clear of weeds. Paralleling the museum lead we come to a break in the string of cars, and notice the spare trucks for the Fairbanks Morse have been loaded on a flat car, ready to move to a new location where they can be checked periodically and protected. This also allows us to get in and clear weeds.

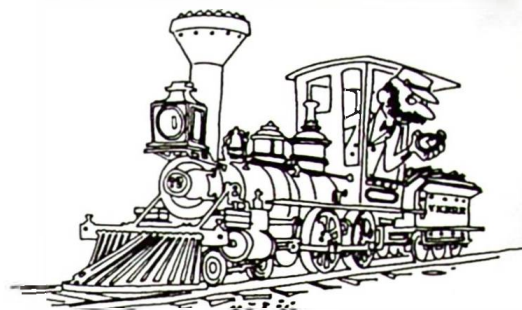
We also notice that the tanks have been reinstalled on the Coos Bay and the E.J. Lavino, two saddle tank steam locomotives. We drop down through the yard and find MRS #1820. They have cleaned the fuel system, located most of the air brake parts, and are well on their way to it becoming operational. Next to #1820 is MRS #2104. This is the ALCo MRS we got from the Air Force. The brakes are done, tanks have been Hydro tested, and she will be operational the first week of November.

Entering the car barn, the first thing that jumps out at us is our newest piece of machinery. It is a drill press, donated by T.L. Hearne and Company. Only what a press!!! It stands about 12 feet high, has a six foot throat, weighs in at a mere 24,000 lbs., and takes drills up to 4 inches. Any one need to work on their watch?

On track three is the PFE Reefer. She is resplendent in new paint. Larry Rose has shown us how to transfer the lettering patterns to the car side, and people from all departments are painstakingly lettering the car by hand.

Steve Wade, our Facilities Superintendent, and his crew have really been working in the Car Barn. Not only has he been working on setting up the machine shop, but he is deeply involved in teaching 7 students from Mountain Empire High School. They are actually earning credits while learning skills at our Museum. Work

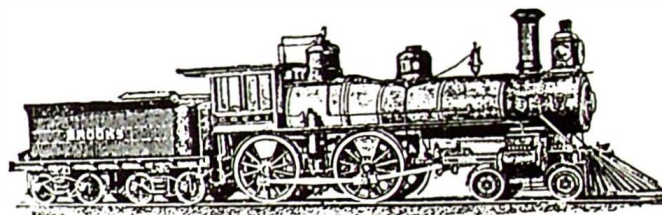
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benches have been built, and metal tops installed. Grinders, vices, and drill presses have been mounted, and we have an operational machine shop and work area. They have cleaned up and refurbished the garden shop, building shelves, workbenches and storage areas and done an outstanding job.

Outside the rear of the car barn, the wheel lathe has been set up temporarily, and is in working order. Excavation has been started for its permanent site.

Walking up the side of the car barn we come to #2353. Her frame has been cleaned and painted. They are working on the pony truck. Accessories and small parts are being rebuilt and she is well ahead of schedule.

California Correctional Facility has been giving us a hand with weed control, and you can see the results of their labors in our Museum yard, and along the mainline. They have been doing outstanding work. And finally, Paul Westover and his crew have been working on the mainline in the cuts, clearing out debris, and opening drainage, getting ready for winter.

Well, that is our tour for this time. Hope you have enjoyed your excursion through our Museum, and hope you are as thrilled with all the progress we are making as I am.

EXECUTIVE DIRECTOR'S REPORT

by Kay Carter

BOARD ELECTIONS

The deadline for voting in this year's Board of Trustees Election is Saturday, November 14, 1992. Ballots will then be tallied by the Nominating Committee on November 17th and results will appear in the next issue of the Report. Thanks go to the 213 members who have already taken the time to submit their choices. In response to a question we received, each ballot is labeled and mailed to Museum members only. No voting takes place at the office, but you are welcome to drop your ballot off here instead of mailing it. This year your vote will determine the length of time each Board member will be in office. The Bylaws do not stipulate that resignations must be filled by membership vote, however, since both resignations were received this Fall, these seats will be filled as a result of the 1992 election. Please do not hesitate to contact me should you have any further questions.

SANTA FE TIE FUND

We've had some outstanding news concerning one of our defined goals for the next two years. First, as previously reported, Morrison-Knudsen has generously agreed to help with the installation of the spur track necessary to exhibit equipment under the portico of the Baggage Building. The Museum still needs to provide rail and ties to implement. The rail has been secured and Committee Chairman Dan Marnell has been contacting Museum members to request donations to a tie fund for this project. Ties can be purchased for \$25.00, and Dan has received 132 tie pledges so far with 118 to go! Listed elsewhere are the members who have sent in their donations to date. A hearty and grateful THANKS to one and all.

Secondly, Catellus has unveiled their new development plans and is working to amend their development agreement with the City. Included in this contract agreement is the donation of the Baggage Building to the City of San Diego for a museum or similar cultural use. The favored use is - guess what! - a Railroad Museum. They have been requested to negotiate with the City and the San Diego Railroad Museum over the next year to bring

this project to fruition. We are now updating the Centre City Development Board, Planning Commission and City Council on the merits of this exciting project. Project goes to the City Council on November 17th and we ask Museum members to attend the meeting. A strong show of support is critical to its success. Call the office for exact time and date verification. Special thanks go to the Catellus Development Corporation for their willingness to work with our Museum and respond as good corporate citizens!

The partnership program between the SDRM and the Mountain Empire School District is successfully underway. This Fall term seven students from the high school are participating in a Saturday class program under the direction of Steve Wade and Ted Kornweibel. In return for their participation, students will receive classroom credit for vocational training. Steve and the students, Chris Bittner, Justin Hamm, Desiree Marjanovich, Juan Melero, Eric Olson, Julio Ohlmaier and Jason Rankin have already revamped the Garden Shop in the Car Barn by constructing new shelving and work space. The only problem Steve has had to date is holding them back! Their enthusiasm is contagious, so please stop by and introduce yourselves to our newest participants. We are planning a program at the end of the term to give both school officials and Museum members a chance to learn about the project and see what has been accomplished. Hope to see you there.

This is envisioned as a long term program for the SDRM and may be expanded in the future. It represents an important contribution our Museum can make to the community and provides benefit to everyone involved. Special thanks go to Steve for the extra time, thought and leadership he is contributing. Donations to the program for extra tools such as hammers, screw drivers, etc., and materials are gratefully accepted. Please contact Steve Wade for his wish list. Any assistance you can give him would be most appreciated. You might just have what he vitally needs in your garage.

SPEAKING OF DONATIONS...

Thanks to everyone who is working with the #2353 Steam Team and generously providing both money and volunteer time. Don't forget our other goals for 1994. Back Issues of the Report detail these projects and the much-needed funds to successfully implement. Mark your donations for the project of your choice. Next issue will list those members who have so kindly and generously participated.

Remember that we still need group tours to cover our monthly expenses. Talk to organizations to which you belong and see if they wouldn't enjoy a day in the back country for a train ride and picnic!

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Library Trivia Quiz Answers:
Hi Pass was once known as HAYDON SUMMIT,
and the Hi Pass frogs are #7's.

FACILITIES UPDATE

by Steve Wade

Webster's Dictionary defines dedication as 'wholehearted devotion'. Well, one need look no farther than our own Museum to see this definition in action.

CAR BARN:

Lots of activity this month in the northeast corner of the barn. John Harrison helped light up the SDG&E room. Ironically, the room that supplies all our power - had no lights or outlets! I continued on by running outlets along the east wall, all the way to the woodshop entrance. (Guess what?-we had 300+ feet of extension cords back there.) I've also installed a 220-volt single phase outlet for our Linde Welder. No sooner was the outlet in than Larry Williams could be seen 'building up' parts for our #2353.

MACHINE SHOP:

The first week in October saw the long awaited start-up of two more machines. The 'Walcott Shaper' and the 'Gorton Vertical Mill'! Vern Smith is spearheading the renovation of these "beasts", and with his many decades of experience, I know it won't be long before we're under full steam. Special thanks to Richard Dick, Cliff Pennick, and Stan Paulsen for their patience and expertise.

LINE SHACK:

Thomas Lee is at it again! He has taken the shell of a rundown building and done an A-1 job. He first blasted off all the old layers of paint, then with the help of his 'girl friend' Linda, they patched ALL the cracks! He then applied a good 10-year stucco paint and PRESTO, Stucco ala Bragington. Many thanks to Thomas, Linda, and the Freedom Ranch folks!

GROUNDS:

The Boy Scouts are vigorously reworking Rail Buff Bluff. The trail is shaping up and there's even going to be two tables and running water. Thomas Lee continues to clean out drainage and reshape our 'flood plain'. We had a real heavy downpour in September that almost washed away the line shack! Muchas Gracias, mi amigo.

MOUNTAIN EMPIRE HIGH SCHOOL:

For those of you living in a cave or those watching TV instead of 'seizing the day' - something inspirational is happening at Campo. As of September 19th, seven students from Mountain Empire High School have enrolled in our pilot education program. No, we're not training kids to fly 747s - we're teaching them everything from woodworking to waxing reefer cars, from wiring outlets to organizing work stations. Within just two weeks we've already transformed the garden shop and are planning the same for any and all unkept, disorganized, long-abandoned projects. Here's a great opportunity for those of you who are unable to get 'sweaty' but still feel the desire to contribute and inspire. Some upcoming projects are; construction of a

MECHANICAL DEPARTMENT

by Mike Reading

By the time you read this, our ALCO MRS-1 USAF #2104 will have been brought 'on-line' and placed in Excursion Service, giving our Museum three servicable locomotives to use on our demonstration trains, joining SD&A #1809 EMD MRS-1 and ATSF #2098 ALCO RS2.

I want to thank everybody who has assisted in this project, especially Steve Link, Stan Paulsen, Mike Panger, Mike Reneau, and Denby Jones. Dick McIntyre and Bob Haney fabricated the exhaust screen for the stack and once again did a great job. THANKS, GUYS!

Another project fast approaching completion is USA #1820, our second EMD MRS-1. Dave Slater and his crew are doing an impressive job bringing this locomotive back from a rust bucket parts supply, to a complete operational unit. This project is not being supported by Museum funds, but rather by gifts from the friends of the #1820, a group of Museum members such as Dave Slater, Randy Gibson, Bill Niedrich and others, along with generous donations of engine and brake parts and batteries from D.K. Henry. THANKS D.K. for all the support for this project.

Dave and crew, keep up the good work - it will be great to hear and see #1820 running again.

On project which will be completed by the end of November is SD&A coach #250, which has languished out of service for over 2 years because of long delayed wheelset replacement and brake conversion work.

With this coach back in service, we will have the full complement of 6 SD&A coaches, with a seating capacity of 480, available for Tecate and Jacumba trips.

We can always use more help on these and other projects. If you would like to get involved, call Mike Reading after 7 PM at (619) 277-5168, or leave a message with Bobbie at the office, (619) 595-3030.

restoration storage room; finish siding on the north end of the car barn; finish electrical wiring in offices; reorganize the tool room; install drywall in the shower!!! All that's missing is a little bit of capital. Remember, all donations are greatly appreciated.

It's great to see all the different projects underway in our Museum. From downtown to La Mesa and all the way out to Campo (with a thousand stops in between); one sees the many faces of dedication.

REPORT

Official Publication of the SAN DIEGO RAILROAD MUSEUM
4695 Nebo Drive, La Mesa, California 91941
Editor: Harry E. Doering

ONE YEAR MEMBERSHIPS

Senior/Student-\$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

WHEELCHAIR LIFTS INSTALLED

Several years ago, one of our members, Jack O'Lexey, secured the donation of two wheelchair lifts. They were put in the 'back 40' to await modification for our purposes, and there they sat. About two years ago, our Superintendent of Operations, Mike Reneau, rescued them and proceeded to restore them and put them in operation. Over a two-year period he has restored them both. One is now in service in the car barn, allowing wheel chair access to the Carriso Gorge, and the other has been modified and placed into service at the Depot. Thanks Mike, we have needed this for a long time.



Mike Reneau with the first passenger to use the new WheelChair Lift, Oct. 19, 1992.

HOWZIT SPELLED???

The last issue of the REPORT was our smallest in years, but probably set a record for number of misspelled names!

In the story on the donation of the SD&A Gold Spike, John D. Spreckels' name was twice misspelled "Spreckles". Let no Museum member ever spell it that way again (the September 16th San Diego Union carried a great story by Meredith Vezina on the Gold Spike's return---and spelled Spreckels correctly!).

Next, we managed a "grand slam"! In a correc-tion of an article on the Robert Peary, we spelled the car's name "Perry"---twice! Then we went on to spell the names of two former owners of the car, John Cuchna and Steve Sourapas, as "Cushna" and Sourpas. (They lost a straw-drawing to co-owner Charles Pratt, so the car carried the name of Pratt's wife, Victoria, from 1966 to 1980.)

Finally, just to show we could misnumber as well as misspell, SP #2353 came out as "SP #3751" in the Restoration News article!

It's all the fault of that computer gremlin --
- etaon shrdlu!

RESTORATION DEPARTMENT

by Ted Kornweibel

Oh, ye of little faith! Yes, the Fruit Growers Express refrigerator car is nearing completion. Master painter Jim Hewes and friend Bill Anderson put the finish coat of yellow on the last side, after laborious sanding by newcomer Tom Bristol, and Ken Faller, who is always willing to do a thankless, monotonous job. It's guys like Ken that kept this project going. Others who helped paint the reefer were Matt Rockenback, Charles Alban, Steve Wade, Frank Stites, and Ted Kornweibel.

The lettering on the reefer is spectacular. Life Member Larry Rose gave us a master lesson on how to make pounce patterns and trace them onto the car sides. (Larry has had plenty of experience in this area; he lettered AT&SF #3751.) Since then Ted Kornweibel has been making additional patterns and painting some of the letters. Faithfully wielding a lettering brush for several weeks has been rock-steady Frank Stites. And Museum Executive Director Kay Carter came out to Campo on her day off to add some splendid lettering. John Harrison, who usually works on facilities improvements, also gave a day to lettering. The end result: by the time you read this, one side and both ends will be almost completely lettered. There's still need for additional volunteers on this project; all it takes is a reasonably steady hand and a willingness to work patiently. Come out and see this beauty!

As soon as the reefer is done, the AT&SF Railway Post Office car will come into the shop for complete restoration. But first, we'll need a gang of workers to help put it back on its trucks. If you would like to participate in this exciting venture, contact Mike Reading, our crane operator, at 277-5168, or Ted Kornweibel at 461-0098.

Now that the summer heat is gone, it's a great time to work at Campo. For those of you who have postponed getting involved in restoration, there's no better time than now. The tiny group of restoration regulars could sure use your encouragement and talents. Let's chip in and finish the reefer quickly, so we can get going on the RPO. See you at Campo

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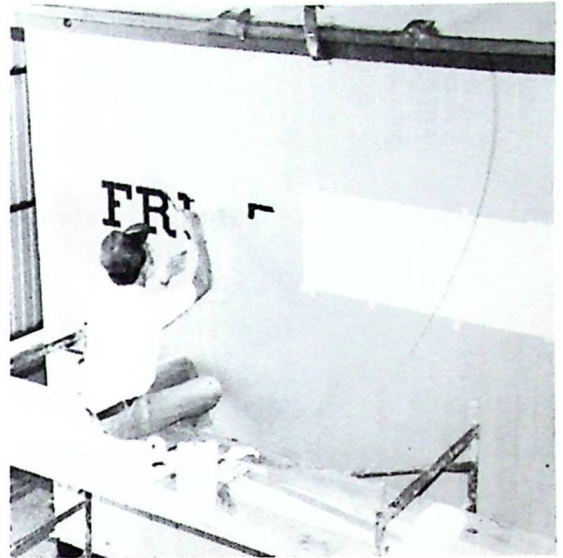
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FGEX REEFER GETS LETTERED

Ted's Picture Page of Reefer Letterers - hardly needs captions other than identifying the workers. The car not only looks great, but probably looks better than when it was first built. Sure, it took a while, but final results like these make the wait and effort worth while. -editor

Photos by Frank Stites, except the one of him, taken by Ted.



FRANK STITES



KAY CARTER



KEN FALLER



LARRY ROSE

QUARTERLY MEMBERSHIP MEETING

Friday, November 20, 1992 at 7:00 PM

San Diego Gas & Electric Auditorium

First & Ash, Downtown San Diego

Topic

"Looking Forward to
San Diego & Arizona Railway's
Diamond Jubilee and beyond"

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SANTA FE DEPOT EXHIBIT TRACK TIE BUYERS

Members who have already generously supported the purchase of ties to build a display track at the Santa Fe Depot are:

Margaret Barksdale
Ted Kornweibel
Jim Baker
George Ashby
Christopher Calvi
Corrine Gallagher
Daniel Botkin
John Cranston
Steven Cologne, on behalf of Gordon Cologne
Ann McVeagh
John Davis
Jacob Dekema
Robert Bradley
Peter Duncan
Archie Gordon
Betty Gill
Jim Hamill's
R.C. Gordon
Stephen Gilles
George Grosset

Ronald Barrick
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Anthony Bedford
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