



NOV-DEC 1992

REPORT

NO. 238

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



AMTRAK push-pull San Diegan with power units on both ends prepares to board passengers in June 1992 as an inbound San Diego Trolley LRV from El Cajon heads south across Broadway. The junction with the old Town line tracks

(under construction) is in the center, and Santa Fe's freight track is at left. Note the newer, taller, and slimmer palm trees at right, now arranged in a square.

photo-b.schneider

EXECUTIVE DIRECTOR'S REPORT

by Kay Carter

The Museum would like to recognize the ongoing assistance of our Gift Shop and Train Sales personnel. A great big THANK YOU is extended to George and Nancy Boggs who have taken over operations of the shop and enthusiastically provided excellent service to our visitors every Saturday, Sunday, holidays and on special trips. Additionally we would like to thank the students who have helped them over the past year - Stephanie Stovall, Sean Schmitt, Josh Moorhouse, Stephan Barber and James Friedlan, Jr. These young people have not only assisted with sales in the Gift Shop and on the train rides, but have taken our Museum operations to heart, offering helpful suggestions and input. That's the kind of dedication we all appreciate! Like the other personnel in train operations, they function as excellent marketing and public relations representatives, providing courteous service and information about our Museum.

Thanks so much to George and the super team he has working with him. We may not say it often enough, but you are doing one terrific job and it shows!

SPEAKING OF THANK YOUS.....

The first of the year always causes us to pause and contemplate where we've been, where we are, and where we're going. Our Museum has seen some exciting changes over the last several months as documented in our last publication. With the donation of the Santa Fe Depot Baggage Building eminent, the installation of the spur track much closer to reality, restoration of #2353 well underway and the outstanding progress on the Car Barn machine shop at Campo, we have further established the San Diego Railroad Museum as a first class facility in San Diego. We could not and cannot, however, continue to move forward without YOU, our volunteers. The many hours of time, your generous contributions of money and in-kind donations are very much appreciated by all of us who work on behalf of this organization. We have tried to recognize many of you throughout the year and thank you accordingly. Last but not least, I personally would like to thank each Superintendent for their unstinting dedication to our Museum and their ongoing support. The limitless hours of service from Denby Jones, Harry Doering (editor), Rich Borstadt, Steve Wade, Mike Reneau, Ted Kornweibel, Mike Reading, Richard Dick, and Lew Wolfgang directly and positively keep us all 'on track'. Thanks, gentlemen, you are appreciated more than I can ever express in this article, by the staff, Board, and membership of our Museum as our unsung heroes.

Several other members have given a great deal of time, talent and money to our Museum over the past years. Retiring Board members who have served nine consecutive years as a member of the Board of Trustees are Dan Marnell, Chalmers Kerr and Wally Barber. Per our Bylaws, these members will be leaving the Board. We sincerely thank them for all of their support. Each has served in the capacity of officers to the Board and provided valuable input on a consistently helpful basis.

Although they will not be directly sitting on the Board, we have no intention of letting these three gentlemen get too far away!

RECENT DONATIONS...

The Museum would like to thank Mr. Joe Rogriguez for his generous donation of tools, equipment parts and assorted documents and manuals pertaining to train operations. We certainly appreciate his thinking of the San Diego Railroad Museum and hope to see him frequently at Campo.

Before his recent death, Jack Stodelle donated a large collection of documents and memorabilia to our Research Library. Jack will be sorely missed as one of the founding members of the organization and a wonderful supporter of our goals.

It is with great sadness that we also note the passing of John Maxwell, owner of the La Mesa Planing Mill. John was instrumental in providing generous support of materials and labor in doing the milled woodwork for the La Mesa Depot project. His generosity allowed us to complete the depot using authentic lumber and a very low budget. We extend our sympathy to his family.

Both of these gentlemen will be remembered for their kind generosity over the years.

PROJECT #2353...

Details of the progress on the restoration of this locomotive are included in this issue. However, I would like to extend a special invitation to Museum members who donate \$250 or more to the #2353 restoration fund. Those members will receive a beautifully framed commemorative pen and ink line drawing of the locomotive as a keepsake of this historic project. Samples of the drawing can be seen in the administrative office in the Depot. Donate early and make sure you get one of these limited editions!

Speaking of steam restoration, we have received another letter from the Federal Railroad Administration reiterating the importance of accurate Form 4s for every steam locomotive in operation. We have made numerous attempts to locate this document for the Shay locomotive. Please check through your Museum records and see if perhaps you have it in your files from our earlier days. Duplication of this document is quite involved and I suspect someone has it for safe keeping at home. Under FRA rules, NO steam locomotive will be allowed to operate without a current Form 4 on file.



JACK STODELLE

DEAD AT 66

Jack B. Stodelle, a life-time railfan, and long-time San Diego broadcaster and co-owner of two Brawley radio stations, died Tuesday in his La Mesa home of heart failure. He was 66.

Jack's chief hobby was vintage railroads. He helped create and launch the Pacific Southwest Railway Museum Association in 1961. More recently, he served on our Museum's Board of Trustees, and donated two of his private railroad cars, the Mexicali Rose and the Maria Elena, to our organization.

Jack was born in San Bernardino and moved to San Diego in 1952. By that time, he had already been a broadcaster at radio stations in San Bernardino, Phoenix and Reno.

After settling in San Diego, he became an account executive at KFMB radio and worked as sales manager at KFMB-TV. He was an early employee of XETV, Channel 6, and also worked for KCST-TV and KFSD radio.

In 1975, he moved to the Imperial Valley with his wife, Elaine, where he purchased KROP-AM radio station and founded KSIQ-FM. He co-owned the stations with his son, Stephen.

Jack is survived by his wife, Elaine, of La Mesa; a son, Stephen, of Brawley; a daughter, Kayce Novak, also of Brawley; a niece, Martha Carter Tomal, of La Mesa; a nephew, Mike Stodelle, of Yucaipa; and five grandchildren.

The family requests that donations in Jack's memory be made to the San Diego Railroad Museum or the California State Railroad Museum.

BOARD OF TRUSTEES

MEETING SCHEDULE FOR 1993

Board of Trustee meetings scheduled for 1993 are as follows:

January 26th	March 23rd
May 25th	July 27th
September 28th	November 23rd.

Meetings are on fourth Tuesdays, in the Board Room of the San Diego Trust and Savings Bank, 530 Broadway (6th and Broadway), San Diego, California 92101, and are open to all current members of the San Diego Railroad Museum.

Meetings begin at 7:30 PM.

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

SPIKES 'N STUFF

by Paul Westover

Let's start things off with a big apology for not recognizing my "trackies" (track workers) efforts until now. To all the people who worked on the weekend of the 10th and 11th of October, I want to THANK YOU VERY MUCH. Thanks to your hard work, we were able to clean and ditch 100 feet of track in the cut at Mile Post 70.9.

This was a sizeable accomplishment considering the limited machinery available to us. The majority of the work was done with hand tools (shovels). These volunteers put in some time at hard labor and their effort shows. Our trains continue to run because of volunteers like these: DEBORAH A. ELLIOTT, JERRY GALILEY, RAY LETHBRIDGE, MIKE MORRIN, PATRICIA MILLER, TED ELZINGA, SAMUEL FIELDS and MATT ROCKENBACK I.

Although the weekend of the 10th and 11th was designated as a special track party weekend, I would like to arrange a similar project on a continuing basis. I would like to set aside the second weekend of each month as the "work weekend" for track maintenance. Anyone interested in learning how to install and maintain track, call me at (619) 272-3523.

RAY LETHBRIDGE TAX SERVICE

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ATTENTION RAILFAN SHOPPERS

by Bill Schneider

The Neiman-Marcus Christmas Catalog contained the perfect gift for any railfan! Page 56 listed a hand-crank car "...dream gift for any child (age 4-10)" for just \$900! (Each 1'x9" section of track is an extra \$28.)

But page 57 shows the ultimate railfan gift -- a fully-operable, "Mini-Club gauge" electric train, whose diesel locomotive and four wagons are made of 18-kt gold! The diesel is set with 190 diamonds; the wagons with 8 diamonds each. The wagons carry cargos of emeralds, diamonds, rubies and sapphires. A transformer, adaptor, and 41' of track are included, for the bargain price of only \$100,000 (U.S. currency)!

Anyone care to donate these as a door prizes for our annual awards dinner?

By the time this goes to press, the holidays will be over and we will be into 1993. I hope everyone had a Merry Christmas and is looking forward to a happy and prosperous New Year.

How has Campo fared over the past year? It is no secret that our ridership has been down, but with the state of the economy this was not totally unexpected. Some of our core members are gone and are sorely missed; people like Harry Hurry, Norm Hill, Jim Lundquist, Larry Rose and Barney Barnier.

But, others have stepped up to fill the voids; people like Ted Kornweibel, Mike Reneau, Don Livesay, Steve Wade, Larry Williams and Richard Dick. People who are contributing the hours and skills necessary to keep our Museum running, just as their predecessors did.

What have we accomplished this past year? I can list several things, and will do so, but my feeling is the single most important thing that has happened at Campo is the increase in people that are working on the weekends. At the beginning of this year, you might see four or five people working in the carbarn on a Saturday, and almost no one on Sunday. Well, I may have mentioned it in a previous article but on a Saturday evening not to long ago I needed help in clearing brush from a cut. This was after 4:00 PM in the afternoon and 22 people turned out. These were people already at Campo working on different projects. On any weekend now you will find 15 to 20 people working on different projects.

What have they been working on? The major projects have been restoration of #2353, our ten-wheeler locomotive, headed by Larry Williams; construction of a machine shop and renovation of the car barn under Steve Wade; resurrection of our other MRS-1 diesel locomotive (#1820) headed by Dave Slater; finishing of the PFE refrigerator car headed by Ted Kornweibel; the acquisition of the track, ties and switches from Simi Valley led by Ken Garges; and the continuing task of keeping the display train going, under Mike Reneau, which, I might add, did not miss a day.

Other projects on-going are the Railbuff Bluff (say that rapidly three times) trail by the Boy Scouts and Rich Borstadt; restoration of the Postal car; placing of #2104, our ALCO MRS-1, into service; the cosmetic restoration of locomotive #104, our only original San Diego & Arizona steam locomotive; the laying of more track in the lower yard; and restoration of the #050 Carriso Gorge, John Spreckels' private car.

Our Facilities Superintendent Steve Wade has taken the bull by the horns, and six teenagers from Mountain Empire High School, and is teaching restoration principles. The students are receiving High School credits for taking the course.

This is the year that our engineers had to be certified by the FRA, and we had to submit a proposed training program for FRA approval. Tom Meyers and I put in long hours in drafting the submittal, and now Tom is putting the

courses in order so we can start training new people. Speaking of training, Tom has put together an outstanding Brakemans course, and the trainees that are graduating are giving the "old hands" a run for their money.

This year has been lean, but it has shown us that there are alternative ways to do a task. It has re-taught us how to be innovative in what we do, and above all it has shown us that as a team, working together, we can do just about anything we want to, and do it well. I feel that our Museum is growing stronger and stronger by the day, and if we can retain our spirit, level of commitment, and team spirit, we can look forward to a bright 1993 and many years thereafter.

See you at Campo.

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FACILITIES UPDATE

by Steve Wade

First, let me wish everyone Seasons Greetings and the hope that all of your desires and dreams are realized as the New Year begins.

I look back on 1992 with happiness and some regret: Happy for all the projects completed; a new machine shop, new garden shop, a great start on the tool room, a real effort to 'clean up' our act and more electrical wiring than you can shake a snake at.

My regret stems from the 101 jobs we wished and talked about but just couldn't find the time to do.

All these memories could not have been possible without Charles, Thomas, Duane, Mike (x4), Dick, Cliff, Linda, John, Dennis, Richard, Paul, Stan, Matt, Ray, the Kids from Mountain Empire, Corky, Denby, Frank, Ted, Larry, Tony, and the list goes on and on.

I know 1993 will be even better. With all this talent and 'Good Iron' ahead we will drag this dream into existence.

SANTA FE DEPOT - PART II

by Bill Schneider

STEAM TRAINS, STREAMLINERS & LRVs

PROSPERITY, DECLINE, REBIRTH & RECOGNITION

During the Prohibition-era "Roaring Twenties" the Santa Fe Depot was a busy place, with many travellers enroute to Mexico to drink legally. The 1929 stock market crash brought "The Great Depression", and travel also suffered. Due to declining patronage, the Fred Harvey lunchroom in the depot was closed in 1931.

MORE EXPOSITION SPECIALS

To stimulate the local economy, in 1935-36 the California Pacific International Exposition in Balboa Park was held. Many of the millions of Exposition visitors came on special excursion trains, and the Fred Harvey lunchroom reopened for two years to serve them.

On October 1, 1935, U.S. President Franklin D. Roosevelt's Presidential Special arrived from Los Angeles at 7:50 pm, greeted by a crowd of 5,000. A specially-built ramp was brought out, and the polio-crippled president descended it to the auto that took him to Coronado. He may have arrived on the Pullman car Robert Peary, which he used 34 times from 1934-36 and is now owned by our Museum. (He departed on the USS Houston.)

In 1935 Santa Fe ended San Diego-National City passenger service (a once-a-day combine car). The depot patio loop saw its first streamlined PCC trolleys (Presidents' Conference C cars) and Santa Fe Trailways buses in the late 1930s. On March 23, 1938 Santa Fe placed its first lightweight, streamlined, diesel-powered San Diegan in service between San Diego and Los Angeles.

THE WAR YEARS

During the 1941-45 World War II years, the depot had its heaviest use, as railroads were the main means of travel for millions of armed forces and civilian people who passed through, or were stationed, or worked at San Diego's many military bases and defense plants. It was a crowded and bustling center of activity! Second sections, military specials, and extras were common. One often-seen sixteen-car train consisted of San Francisco bay area interurban commuter cars with 110 wicker seats per car.

POSTWAR EVENTS

On April 1, 1947 a daily sleeping car to and from Chicago via the Chief was added, later extended to Washington on B & O's Capitol Limited in 1951.

In 1948 the mechanism of the south wall's huge clock broke down. Its hands were removed on January 21, 1949, and the clock replaced with a large Santa Fe medallion (still there). A new 30" electric clock was put in its place.

On November 17, 1950 Santa Fe President Fred G. Gurley arrived from Chicago to commemorate the 65th anniversary of the arrival of San Diego's first train from Waterman Junction

(later Barstow) and the east on November 16, 1885. During his visit, an 1879 Santa Fe locomotive, "Little Buttercup", was displayed at the depot.

Postwar train travel declined as plane, auto, and bus use grew. SDE trolley service ended in April 1949, and SD&AE passenger service January 1951. Santa Fe ended steam trains to San Diego in August 1953, and heavyweight cars (except for special excursions) in April 1956. The through sleeper to Washington was transferred to the Super Chief in January 1954 but discontinued in June 1954, San Diego's last regular sleeping car service. Despite modern San Diegans, the 1952-56 use of Budd RDCs (self-propelled Rail Diesel Cars); and brief March 1956 runs of GM's experimental Aero-train, patronage continued to decline, and Santa Fe discontinued most trains, replacing some with Trailways buses. The depot had only six daily trains from 1965-72, three each way!

EARLY PSRMA OFFICE

Over the years, many changes were made to the under-utilized depot. In October 1954 the south patio was replaced by a parking lot. A ticket office was built in the ex-sitting room at the southwest corner in the 1950s. The lunchroom area was rebuilt into offices, and most second floor rooms closed or used for storage. In the 1960s two became offices and meeting rooms for the county's first railfan groups, the Railway Historical Society of San Diego (now defunct), and the young Pacific Southwest Railway Museum Association. In 1969 large murals were painted on the south sides of the depot towers for the city's bicentennial (later painted over).

In the early 1970s the Santa Fe began selling the depot's clocks. The present ticket counter was built at the north end, the ticket office became a security office, and the waiting room booths were removed. The huge oil painting of the Grand Canyon on its east wall was sold in 1972 for \$30,000 to a Denver resident!

ALMOST DEMOLISHED

In 1971 Santa Fe sought to tear down the depot to permit a more profitable utilization of its valuable location. Concerned county residents fought to save it. In March, the City Council passed an ordinance delaying demolition for a year, and later in 1971 it was recorded in the Historic America Buildings Survey by the U.S. National Park Service. In February 1972, the Santa Fe unveiled a proposal to build a \$16.5 million office, commercial, and apartment twin towers complex on the site, "Santa Fe Towers", stating the depot had outlived its usefulness.

Citizens and organizations continued trying to save it, stating it "...laid the foundation for modern San Diego..." is unusual in the blend of...commercial requirements and...characteristics of the early California architecture", and was "...nationally and locally important for its beauty and architectural excellence". Already in the city's Historic



more 'depot'



Patio and Arcade on the south side of the depot in 1918, showing the five-foot clock, removed in 1949, and the newsstand (left center). Note the herringbone pattern brickwork. The peaceful patio in the heart of the busy city was demolished in 1954, spoiling the architectural integrity of the depot, and making it appear more massive and 'chopped off'. Photo-San Diego Historical Society Photograph Collection.

Site Board Register, on June 26, 1972 the depot was entered in the National Register of Historic Places.

Proposals were made to convert the depot building into a shopping complex similar to San Francisco's Ghirardelli Square and Cannery and Denver's Larwin Square. In 1977 the city agreed to pay \$2.8 million for the depot, but couldn't find a developer (one had to bow out after marrying a Council member).

In October 1976 scenes for the movie MacArthur starring former San Diegan Gregory Peck were filmed at the depot, using Museum cars Robert Peary (then named Victoria), ex-Santa Fe Pullman cafe/lounge car #1509, and ex-Coo's Bay Lumber locomotive #11. They were part of the Museum's B Street and Harbor Drive 1976-84 Bicentennial Exhibit.

DEPOT SAVED

Deciding to retain the historic building on January 5, 1982 Santa Fe Industries announced plans to restore the depot and develop a \$900 million complex of office buildings, a hotel, shops, and restaurants on its 15.7 adjoining acres. Costing \$500,000 and with San Diego architect Hal Sadler in charge, restoration

was completed in September 1982. Plans to rebuild the south patio, enclose the tracks and add an outside mall were dropped. The second floor and other areas not in use were not refurbished.

Following a series of 1980s corporate changes, Santa Fe Pacific Realty Corporation became the owner of Santa Fe's non-railroad real estate. Its name was changed June 1, 1990 to Catellus Development Corporation, "CA" for California, where 73% of its 12-state property is located, and "Tellus" for a mythological goddess of the earth. Spun off on December 4, 1990 by Santa Fe Pacific Corporation, Catellus owns the depot, and is now developing many nearby properties.

NOW AMTRAK STATION

Since May 1st, 1971 the National Railroad Passenger Corporation (AMTRAK) has operated all passenger service, using the term AMTRAK Station. However, the historic and local name (and even its new signage!) is Santa Fe Depot.

Technically, a station is a stopping place on a transportation route, and includes buildings, yards, side tracks, etc. A depot is the main building connected with a station.

San Diego-Los Angeles rail passenger traffic has increased greatly in recent years, and is one of AMTRAK's greatest successes. The depot was used by 705,367 AMTRAK riders in 1991, the 8th largest for AMTRAK cities nationwide! It is a terminus for sixteen daily AMTRAK San Diegan push/pull trains to and from north San Diego County, Orange County, Los Angeles, and Santa Barbara. They use the Santa Fe's tracks (now being bought by local transit districts) to Los Angeles, as trains have done from this site for over 100 years! New bi-level commuter trains are also planned for this route, which received a major modernization track rebuilding in 1990-91

NEW DEPOT TROLLEY LINE

The bright red LRVs of the San Diego Trolley, which use the SD&AE right-of-way for most of their current routes, began operating between the depot and the Mexican border at San Ysidro in 1981. An extension of this line around the depot and along its west side on tracks parallel to Santa Fe's to a County Center/Little Italy terminus opened July 2, 1992, and will continue north to Old Town. This lets AMTRAK passengers make direct all-rail border connections at the depot, as was done from 1916-51 using Santa Fe and SD&A/SD&AE trains. The east county line from El Cajon (currently being extended to Santee) stops just across Kettner Boulevard, where SDE interurban cars to the beaches and La Jolla once stopped!

The line extending to the San Diego Convention Center also stops across the street from the depot.

This low-cost, highly successful modern light rail system built largely through the efforts of former State Senate President Pro Tempore James Mills of San Diego County (now Chairman of the Metropolitan Transit Development Board), carried 17,498,306 passengers in 1991,



more 'depot'

and has been a model for many such systems nationwide.

Mexicoach Bus Lines, depot-based since 1972, operates frequent motorcoaches from the depot and other points into downtown Tijuana daily, and on weekends to Rosarito. It also runs shuttle trips every 15 minutes between the San Ysidro Trolley stop and central Tijuana.

On November 16, 1985 (coincidentally the 100th anniversary date of San Diego's first through trains!) a plaque was placed on the south wall of the depot by the Daughters of the American Revolution, to honor the Santa Fe's "pioneers of the western movement". San Diego Historical Society President and principal speaker Philip Klauber (PSRMA LIFE Member #64) noted "...no one in San Diego seemed to know nor care...about the anniversary!" Dr. Dan Marnell, also a guest speaker, and Bill Schneider were the only other PSRMA members present for the unveiling.

Months earlier, Schneider suggested our Museum commemorate the event, but the Board felt members were too busy with Campo plans, and the Santa Fe would not be interested, due to a pending merger with the Southern Pacific. If it hadn't been for the DAR ceremony, no notice of that major event in San Diego's history would have been made in San Diego! (The Orange Empire Railway Museum ran a Centennial Express at its celebration in Perris, CA that day.)

MUSEUM IN DEPOT

The PSRMA/San Diego Railroad Museum had a gala black-tie fundraising dinner/dance and USO-style canteen show in the depot on May 7, 1988 during its big RailFair '88 promotion. The theme was "Victory Rode the Rails", which recognized the importance of U.S. railroads in World War II.

In mid-1991 our Museum's Administrative Office moved into the former Santa Fe security office at the southeast corner of the depot. The new street-level office is highly visible and very attention-getting, with photos and displays.

SDRM's Research Library moved into the center section of the station's baggage room building



MASSIVE BAGGAGE/EXPRESS BUILDING at the Santa Fe Depot will be leased to the PSRMA/SDRM for use as an historical, interpretive, display, and research center by December 7, 1997, according to recently-approved plans. photo-b.schneider

at the same time, and is now open to members and researchers on Tuesday evenings and Saturdays, and by appointment. In April 1992, the library staff and other members retrieved over 50 boxes of Santa Fe and AMTRAK records and other material being thrown out in a depot cleanup. As it was going into a dumpster, and resembled Museum salvaging of SD&AE records in 1979, it's called "Dumpster Collection II".

The SDRM's Central San Diego Exhibit Committee led by Dan Marnell hopes to install a display track and two pieces of rolling stock under the baggage room's west side arcade. Smaller museum items, including ex-Santa Fe speeder #180581, may be displayed inside the waiting room (this is subject to negotiation, funding and security).

BUSY CENTRAL LOCATION

When you're in downtown San Diego, look at the depot and its surroundings. High-rise office buildings, hotels, sightseeing, cruise and Navy ships, the Maritime Museum, Seaport Village, government buildings, and restaurants in all price ranges are within easy walking distance, and the Horton Plaza Shopping Centre and new San Diego Convention Center are both two short LRV stops away! What a convenient location.

But the Santa Fe Depot is much more than just part of a functional railroad station---it's historic! Think of the many tearful farewells, the joyous reunions, the anticipation of new adventures, and the excitement of arrival that millions have experienced at the depot since nonagenarian Oliver Stough bought the first ticket in 1915! As a 1972 research report says "...its history gives roots to our rootless California society. It tells us what we are!".

The depot still sees Santa Fe trains, as they rumble by carrying San Diego County's freight. With fast-paced redevelopment all around it; as focal point of AMTRAK, the San Diego Trolley, and Mexicoach service; and headquarters, research center, and projected display site for the San Diego Railroad Museum, the architecturally and artistically outstanding Santa Fe Depot has a bright, active rail future, yet is a romantic, nostalgic reminder of a "kinder, gentler" and slower time of "steam trains and streetcars"!

Thanks are expressed to the following sources of information: The Research Archives of the San Diego Historical Society in Balboa Park; the San Diego Public Library (Newspaper Room); the San Diego Railroad Museum Research Library; Gold in the Sun and The Rising Tide by Richard F. Pourade (Union-Tribune, 1965-67); Steve Chandler of the San Diego Trolley; Bruce Heard of AMTRAK; Tom Buckley of Catellus Development; the Mexicoach office; PSRMA LIFE Member Philip M. Klauber; and veteran depot security officer Harry Wallingford.

Also referred to were The Railroad Stations of San Diego County: Then and Now, by James Price (Price and Sieber, 1988); San Diego & Arizona, The Impossible Railroad, by Robert Hanft (Trans Anglo Books, 1984); Light Rail Transit on the West Coast, by Harre Demoro and John Harder (Quadrant Press, 1989); and several articles by Richard V. Dodge, and PSRMA Life Charter Member Eric Sanders in 1960s issues of The Dispatcher.

INTERPRETATION DEPARTMENT BRIEF

by Rich Borstadt

Standards for museum exhibit lighting and a pilot project are under way in the Santa Fe caboose in the Campo Car Shop. Newly active member Allan Dillane is devoting effort to this project as well as to further refinement of the Museum's Student Appreciation Days, in-school, field-trip program. He is a retired school Principal and will contribute his expertise to the monthly educational service.

The interpretive trail over Rail Buff Bluff is under construction with the aid of Boy Scouts under the direction of Eagle Candidate Dale Ritenour.

Two water tower spouts, counter weights and associated hardware, still in their original crates after fifty years, were located by Dr. Dan Marnell in Ogden, Utah. Chief Trainman Mike Retz and Superintendent Rich Borstadt went up to Utah with Dan over the October 17/18 weekend to drive them to Campo, along with a number of RPO interior accessories for our Railway Post Office car restoration project..

In the RPO vein, photo documentation has been completed on the interior of the Orange Empire Museum's car No. 60. This will provide another resource for restoration of our RPO car. The photographic skills of Bill Schneider and Mike Moran were devoted to the effort.

The spring excursion program on the SD&A gets off to an early start on January 30 with a run to Tecate from Campo and return. Details are on the flyer in this issue or can be had by phone from the Museum Office. As the weather warms in the higher country, we'll look forward to some excursions eastward.

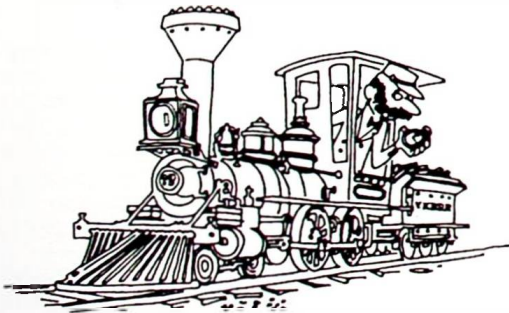
The C.A. Vincent collection of SD&A memorabilia, including the Gold Spike used to ceremonially complete construction of the line in 1919, now belongs to our Museum and future generations of San Diego visitors and residents. The donation by Barbara Frasier, Mr. Vincent's granddaughter, is now being accessioned and an initial exhibition in the San Diego Trust and Savings Bank museum space downtown is being planned for opening early in 1993. Watch for the announcement and more details on items in the collection.

The collection of Jack Stodelle, whose untimely passing is reported elsewhere in this issue, is also in the process of accession. His gift to the Museum includes many objects and documents collected throughout an active lifetime of love for railroads. They will greatly enhance future exhibits of this institution.

If you wish to and can help with inventory, catalog and conservation work on these recent additions and the rest of our small artifact collections, please contact Rich Borstadt at 447-3297 (home) or 544-5875 (work).

One brief closing note on the resignation of Meredith Vezina as Director of the Mountain Empire Historical Society, based in Campo. She was instrumental in developing the Gaskill Brothers' Stone Store Museum for the Society and has guided it over the past seven years. She has worked closely with the San Diego Railroad Museum and other organizations in Campo to build the sense of community and its roots and to attract visitors from throughout San Diego County to a truly unique spot in the backcountry. Leaving the area this summer to continue study toward an advanced degree, she has worked tirelessly to preserve its historical heritage. Until her departure, she continues to work with the Society toward a smooth transition and preservation of the precious historical documents and artifacts in its collections. We'll miss her ready help with questions of past events and personalities.

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STEAM WHISTLIN'

by Larry Williams

A YEAR-END REPORT ON THE PROGRESS
OF STEAM LOCOMOTIVE #2353

1992 was an eventful year for the Steam Team of the San Diego Railroad Museum. In January the 2353 Project was adopted as a primary goal of our Museum by the Board of Trustees. We presented our plans for completing the project by the goal date of November, 1994, and work began in earnest.

When we lifted the locomotive boiler off the frame in July and sent it by truck to Fraser's Boiler Service in San Diego, we were really committed. Work crews have been at Campo for three or four days every weekend since. Here is a review of our progress to date.

BOILER-Fraser's shop has made considerable progress on boiler repairs. They removed the smokebox course from the barrel and cut out the old front sheet. They have replaced the bottom of the smokebox with new metal to assure a solid base when it is re-attached to the saddle. They have completed most of the welded repairs inside the firebox and are now replacing the ashpan studs along with any needed exterior studs.

The new front flue sheet is being made and will be installed soon. The new 2-inch fire tubes will be installed along with the 5-1/2-inch superheater flues. The dry pipe and throttle will be reinstalled. The final step will be re-attaching the smokebox and pressure testing for leaks.

We anticipate the boiler will return to Campo about July, 1993 as soon as the frame and wheels are ready to go.

FRAME/WHEELS-As soon as the boiler was gone, the Steam Team lifted the frame off the axles and pilot. The driving boxes were removed and all springs were taken out of the frame.

Every part of the frame and saddle area has been cleaned of rust and debris with needle guns and wire brushes to bare metal and a coat of primer/sealer paint has been applied. After a few more repairs the frame will be ready.

The six driving wheels have been cleaned and painted, and with some welding and machining are ready.

The front pilot was similarly cleaned and painted. It is now awaiting clean springs, new bushings on the pins, and new linings on the brasses before reassembly and final painting.

The six main axle driving boxes were cleaned and evaluated. We will need one new crown brass, some build-up of the lateral motion wear plates and they will be ready.

There were several broken leaves in the two rear spring bundles that will have to be repaired. We are searching for a spring shop that can handle these large bundles. The other spring bundles will be cleaned and replaced.

The Steam Team plans to have the frame sitting back on the wheels and pilot by the time the boiler is returned to Campo in July, 1993.

MACHINE SHOP-Some of the Steam Team members have been working with the Facilities Department to complete the machine shop and begin turning out needed parts. The shop now has three lathes, two mills, a shaper, a large radial arm drill press, plus welders, grinders, presses, and most of the needed tools.

This has been an essential part of the restoration of locomotive #2353 and for future restorations also. A steady flow of machined pieces are needed as we go along.

CAB AND CONTROLS-A woodworking class at Palomar College has taken on the task of making detailed drawings of the old cab windows so that new windows can be made. The new wood pieces are now being cut and prepared for assembly so that they can be installed after the cab goes back on.

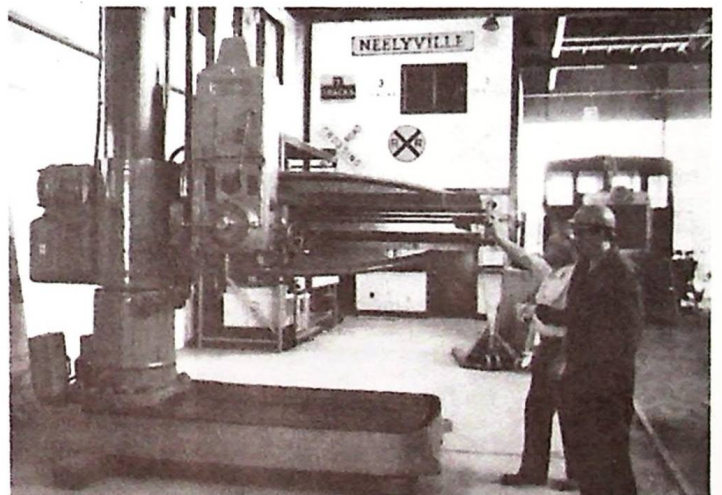
The valves and controls are being cleaned and repaired by a crew that comes in on Sundays, and the electrical system is being readied by one of the men.

VALVES AND CYLINDERS-All of the valve gear and reversing gear has been removed, cleaned, and repaired and is ready to be reinstalled.

The valve spindles will need new rings and the casings will need to be honed smooth. Crossheads and cylinders have been removed but little repair work has been done as yet.

TASKS TO BE DONE IN 1993

According to our computer time line provided by Gordon Buck, the work is keeping on schedule. However, it will require continuing this weekly effort throughout the year. We must complete the frame, springs, wheels, drive boxes, pilot, and brake system before the boiler can be reinstalled (mid-summer).



Museum members Cliff Pennick and Vern Cook check out our newly-acquired Fosdick Radial Arm Drill Press.
photo-l.williams

RESTORATION NEWS

by Ted Kornweibel

MRS-1 #1820, our [other] Army Transportation Corps EMD locomotive, continues to receive splendid work by a team of volunteers that is second to none. The big news is a setback, but a blessing in disguise. In testing the cooling system, two leaky cylinders were discovered. Rather than just fix those two, the team, under the leadership of Dave Slater, decided to install new seals, head gaskets, etc., in all of the cylinders, even though this means more time and expense. But their philosophy is the right one: restore this beauty for the ages, not just for a year until new leaks appear. And this is a beauty; come out and see its shiny black paint and yellow stripes.

The honor roll of workers and donors for #1820 is a long one, which exemplifies the support and dedication that our Museum generates: Dick McIntyre, Bob Haney, Jim Hamill, Dick Cupp, Randy Houk, Randy Gibson, Bill Niedrich, Stan Paulsen, Lew Wolfgang, Jack O'Lexey, Steve Link, Mike Reneau, Roger Beam, and Jim Callahan. There's still time to join up and help bring this locomotive to life. Call Dave Slater at 222-5442 to volunteer.

The Fruit Grower's Express wood reefer is looking more and more complete each week. One side is almost completely lettered, both ends have partial lettering, and the other side has

more 'steam'

Then the cab will be set back on, the various piping and wiring installed, and the boiler lagging and jacket put on and painted by the end of 1993.

THE STEAM TEAM MEMBERS

At the risk of missing someone, I want you to know who these fine people are that will ultimately make this restoration a success. Richard Dick, who does more things in a week to move the project forward than I can keep track of: Cliff Pennick, with his steady influence always moving tasks along: Vernon (Smitty) Smith, arranging and organizing the machine shop: Carol and Gaylen Dyreng, always there to lend a hand: Jim Baker and Dick Nelson are great at cleaning and painting along side Duane Leal: And where would I be without Jon and Ashley: And Tony Neese to keep me thinking right: Ray Lethbridge is there more than any of us: I consult with Bill Palmer and Jack Corrick on technical matters: Karla Von Huben brings a special view to our workday: Fred Perry, comes from Orange, and . Heil up from the valley: Roger was with us all summer and Wayne comes every Sunday to do valves: Bob Nickles attends staff meetings: and then Mike, and Denby, and Jack, and Dick, and Dick, and Floyd, and...and...and...And Happy Holidays, but remember, we work every weekend.

SPECIAL NOTES: Steam Team meetings are every THIRD THURSDAY evening in 1993, the first being January 21st. Meetings are at Richard Dick's home, 2552 Deerpark Street, San Diego. And, Steam Locomotive training classes will begin in June, 1993, at Campo and held two weekends each month thru the fall and winter.

been started. Those doing the slow, careful work of hand lettering from pounce patters are Frank Stites, Maryanne Thompson, and Ted Kornweibel. Meanwhile the interior of the reefer was cleaned and straightened up by Charles Alban, and Steve Wade and his students from Mountain Empire High School. Allan Dillane has begun to organize and inventory the hundreds of cans of paint stored in the reefer. We could still use more help with the lettering; call Ted at 461-0098.

The AT&SF RPO Car is not yet on it's trucks. Twice, a crew assembled to assist crane operator and project supervisor Mike Reading, but both times the crane broke down. We had hoped to include pictures of this project in this issue, but you'll have to wait for the next one. Thanks anyway, to everyone who showed up to help on those two days.

The Restoration Volunteer roster has thinned down in recent months. Where are all of you who've worked in the past, or who checked the restoration box on your membership application? Nearly all the current work is indoors at Campo, and the fellowship is great. Give Ted a call and join us on Saturdays. If you are only available on Sundays, we can arrange a project for you then.

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THE OLD RELIABLE
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[illegible]

The improvements have been made with considerable expense for materials and labor. The new structure is a large, multi-story wooden building with a gabled roof and many windows. It is situated on a hillside, and the surrounding area appears to be a construction site or a cleared area for the new building. The building has a prominent chimney on the left side and a series of windows along the front facade. The overall appearance is that of a well-constructed industrial or commercial building.

[illegible]

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'REPORT' TO HAVE NEW EDITOR

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OR MORE TIES

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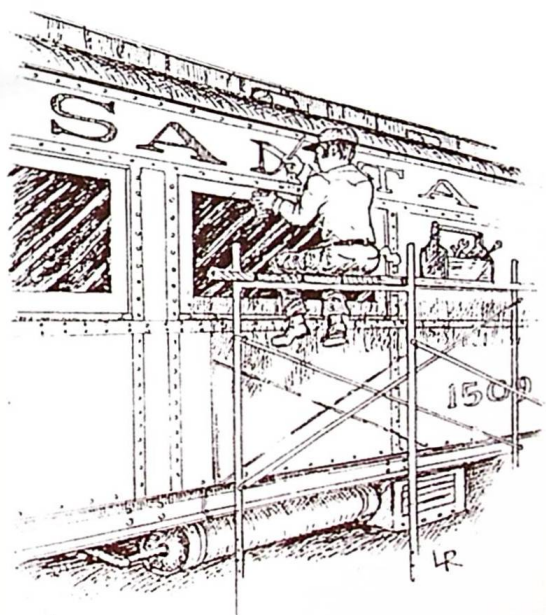
AND A SPECIAL THANKS TO PAUL BORTELL FOR
HIS GENEROUS DONATION OF 20 TIES!!!

After four years of editing this newsletter, I've decided it's time to let someone else partake of some of the fun. And it has been fun - I really mean that. Oh, yes, once-in-a-while I have to rag on Kay for her article, which is usually late, and always too long, but the fun part is that I can give her all the static I want, and she can't fire me (slaves have to be sold).

Before I introduce our new Editor-in-Chief (I've always wondered exactly what that meant), I do want to express my most sincere gratitude to all who have supported me in this effort for the past four years. When I agreed to take this job, I said that I knew exactly what being an editor meant, and that was just what I would do. Department Heads and others would be the reporters and photographers, and I would just edit. I really expected to fall flat on my face, but thanks to all of you, I didn't. Actually I came out of it looking far better than I deserved. You-all (no, I'm not from Texas) provided the materials, and I just had to check your spelling and grammar, and make it fit the available space, and by-jolly, we had a real first-class newsletter.

Our new editor is Karla Von Huben, who is currently a member of our Steam Team. I don't know much about Karla, but in his article in this issue, Larry Williams, in thanking everyone for their support during the year just past, said Karla "...brings a special view to our workday." I don't know about you, but I can't wait for her first issue (that will be the next one, by-the-way). I think she's going to be a terrific editor, and hope all of you will continue the support to her that I've enjoyed so, these many (OK, just four) years.

Harry Doering, editor emeritus



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