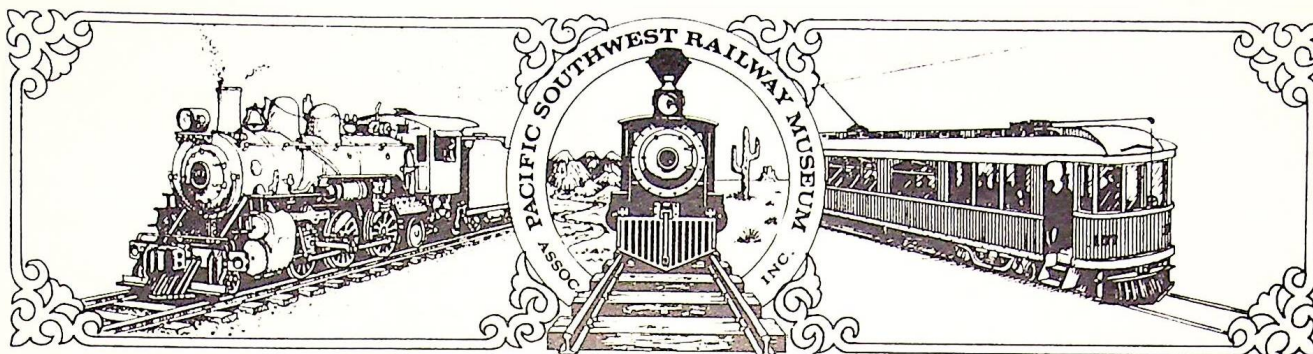


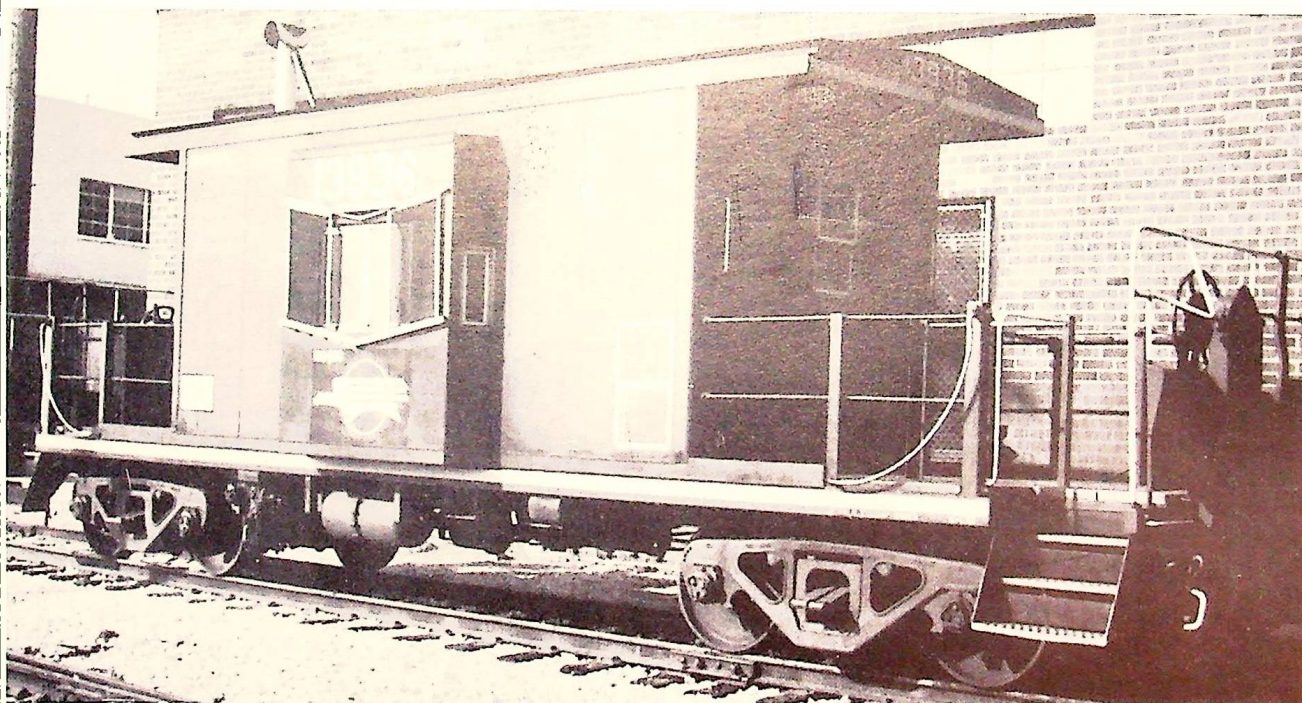


MAR-APR 1993

REPORT

NO. 240

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



WELCOME TO SAN DIEGO! SDRM's newest and youngest (1980) caboose, Missouri-Pacific # 13936, rests on a siding after completing its journey from Nebraska. (Photo - B. Schneider).

EXECUTIVE DIRECTOR'S REPORT

by Kay B. Carter

Announcing **"DINNER AT THE DEPOT"**

June 5th at the Santa Fe Depot, 1050 Kettner Blvd.

No-Host Reception 5:30 P.M. - 6:30 P.M.

Dinner Served 6:30 P.M.

\$27.00 Volunteers and Members, their Spouses and/or Guests

\$40.00 Non-Members

Richard Steinheimer has recorded the railroad scene for more than 40 years. "His works display an uncanny eye for the texture of the industry, in both mechanical and human terms." Without a doubt, his understanding of the industry and love for the West shine through his considerable body of work. His influence on two generations of railroad photographers has been profound. He and his wife and business partner, Shirley Burman, an outstanding railroad photographer and historian in her own right, will be featured speakers at this year's Annual Dinner. Their images depict a time of sweeping change in railroading, capturing for all time a powerful message from a golden era.

"Stein" will present a new slide show on "The Great Trains of Southern California," including slides dating from film crews in the Carriso Gorge in the 1920's. Among the memorable photographs in the show are those of the Santa Fe and SD&AE trains in the Santa Fe Depot and views of SD&AE operations across the Laguna's into the Imperial Valley.

Shirley Burman's interest in photography began at age 12 and has continued ever since. Her photographs have been published in numerous books, brochures and magazines. She has also designed and photographed historical and educational exhibitions, most famous of which, "Women and the American Railroad," is currently showing in museums around the country.

Shirley's show - a two-part presentation - features *Railroad's Designing Women* and *Women by Design*. The former contains stories about the accomplishments of Santa Fe's Mary Colter and Baltimore & Ohio engineer, Olive Dennis-Civil. The latter illustrates how women were used in railroad advertising campaigns, including the "Harvey Girls," Fred Harvey's concept of the ideal woman to efficiently serve the traveling public. Can't wait to see this one!

Please join us for this unique evening including a catered dinner at the historic Santa Fe Depot. The evening will pay special tribute to those volunteers and community members who have so generously supported the San Diego Railroad Museum over the past year. We look forward to seeing you there!

MEMBER'S DAY CELEBRATION PLANNED

The SDRM invites you to a Member's Day Celebration on Saturday, October 16, 1993 at Campo. Not only would we like to recognize the past support and considerable donation of time and effort from our volunteers and museum members, but we also encourage you to bring anyone who may be interested in joining the Museum out to Campo for a day of activities and fun!

Members who bring two other potential new members with them can ride the train free on the 16th, along with up to two additional guests. Just show a current membership card at the Gift Shop.

We'll have entertainment! Free prize drawings for members and their guests (including two tickets for our Puerto Penasco trip in November—a \$120 to \$130 value)! Walking tours of the Museum so you and your guests can see what we're working on! Special department awards! Recognition of our Life Members! And one delicious Barbecue Dinner offered on the upper level for a reasonable \$8.00 per adult, \$6.00 for kids 12 and under!

You're invited to join us, so mark the date and begin thinking about who you'd like to bring as your special guests for Member's Day.

WHEEL LATHE UPDATE: Museum Volunteers at Campo are working on the wheel lathe so that we can begin a wheel turning program for U.S. Gypsum in Plaster City. Mr. Mel Rader of that organization has generously volunteered to assist with the initial training of Museum personnel. For the next year, proceeds generated from the partnership with U.S. Gypsum will go towards the restoration of Steam Locomotive #2353. Richard Dick is the Museum representative in charge. If you can donate some time to assist with this service, please contact him to find out when training sessions are scheduled.

SDRM GOES HOLLYWOOD: As reported in our last issue, Campo has been the site of increased movie production work. Trains, apparently, are in these days! Our most recent excitement involved the filming of the TV pilot "Greyhounds," starring Dennis Weaver, Robert Guillaume, Pat Morita and James Coburn. None of the principals were on our train. However, thanks to a very capable SDRM crew, the company was able to obtain some pretty tricky shots, including a "break-away train" sequence and some real desperados running the length of our freight consist on the way to Miller Creek. Ah, Hollywood!

All reports indicate that the filming was very successful, and we hope to see our equipment on the "telly" in the near future. Stu Segal Productions handled the location work locally for Stephen Cannell ("Silk Stalkings" and "Renegade"). Special thanks should go to Linda Recht and the Segal staff for making our involvement not only financially beneficial but a pleasure as well. A big thank you, too, to our own crew who were courteous, professional and above all, flexible! (How about that helicopter on the tracks, Don?)

CLASSIFIED AD DEPARTMENT

The San Diego Railroad Museum has the following volunteer positions open for its enthusiastic members:

VOLUNTEER COORDINATOR: This individual works with the Director of Campo Operations and Department Superintendents, and serves as a liaison to insure that new members are made to feel welcome and comfortable at Campo, and steered in a

direction that suits their interests. The job requires coordination with Superintendents and whatever principal projects are underway.

In the meantime, Superintendents are asked to let George Boggs (at the Gift Shop) know where their department will be working Saturdays and Sundays. New volunteers are also asked to stop by the Gift Shop so we can match their area of expertise and interest to current jobs at hand.

Contact Kay Carter or Denby Jones if you are a "people-person" who is interested in the job.

SDRM MUSEUM — CALIFORNIA STATE SURPLUS REPRESENTATIVE(S): As a non-profit corporation, our museum is eligible to acquire surplus government (federal and state) property as a donation prior to its being offered for public sale. With the present reduction of Defense Department assets, we have a wonderful opportunity to obtain equipment and supplies at a nominal (if any) administrative and transportation charge.

To obtain this property, **WE NEED A MUSEUM MEMBER OR MEMBERS**, preferably retired, to volunteer to be the Board-approved official representative to the California State Surplus Agency and the Federal General Services Administration (GSA).

In order to be considered, you must be a U.S. citizen, and have a reliable vehicle in order to travel to various government facilities. A GSA I.D. card will be provided. No record keeping or correspondence is necessary.

If you're willing to provide an important and very interesting service to our museum by volunteering to be our representative, please contact me for more details. If you prefer, you're welcome to contact one of our past representatives, Bill Niedrich, at (619) 276-0112. Bill ably gathered rolling stock for the museum for 12 years, so he can answer a lot of your questions.

REPORT EDITOR: Serious time constraints and her desire to continue with her first love, restoration of #2353, make it impossible for **Karla Von Huben** to continue as editor of our publication, the "*Report*." We are looking for a volunteer with experience in computer publishing and graphics programs, access to a computer and quality printer capabilities to take over this critical job. Knowledge should also include newsletter editing and paste-up. Little or no actual writing of articles is involved, as staff and members submit articles for publication, and supply usually exceeds available space. The "*Report*" is published six times annually and functions as an important informational update for our membership, as well as a marketing tool for increased public awareness about our Museum's plans, programs and projects. Karla and past "*Report*" editor, Harry Doering, are available to answer any questions and get you started.

Call me at the office (595-3030) if you're interested in applying for this critical, fascinating and (let's admit it!) occasionally frustrating, but always interesting job. The museum would be willing to send serious applicants for further computer training in a Desktop Publishing program.

RECOGNITION AND THANK YOU

The San Diego Railroad Museum would like to thank **Mr. Robert Minnis of J.C. Davidson Company** for the recent donation of reinforcing steel for the footing project at Campo.

We would also like to recognize **Mr. Joe Stevens of the Crest Equipment Company** for the free use of rental equipment to the Museum on several occasions over the past few years.

The Museum extends its thanks to the **Gardenville Nursery** for their recent donation of trees to be planted in coordination with the Boy Scout project on Rail Buff Bluff and around the Campo Depot.

Mike Reading wants to pass along a big thank you to **Wayne Penn and George Engelage of Pacific Rail Industries, Colton, California** for the donation of brake valves and related parts to be used to return SD&A coach 250 to service.

The folks who use the Machine Shop, especially the Steam Team, would like to thank **Mr. Dennis Rutherford of Jet Products** for the donation of that huge Fosdick radial arm drill press. (Richard Dick has been forcibly restrained from chiseling the "Fos" out of the "Fosdick" and claiming it as his own; never a dull moment at Campo!)

Without the generosity of individuals and civic-minded corporations such as these companies, non-profit public-benefit organizations like the SDRM could no longer exist. Please accept our grateful appreciation for your continued support of the Museum and its programs.

MARK YOUR CALENDARS!

Please note the following dates of interest:

May 18-21:	Verde River Canyon and Grand Canyon Tours
May 22:	Next Museum-sponsored Tecate trip
June 5:	Annual Dinner at the Santa Fe Depot
June 18, 19, 20:	Rail Festival, California State Railroad Museum, Sacramento Our Railbus will be on display
June 19:	Image Building Seminar II sponsored in part by SDRM (see article) Plan to attend if at all possible
June 26:	Tecate trip
June 30-July 4:	(Tentative) Del Mar Fair SDRM Booth

Let the office know if you are interested in working as a volunteer for any of the above.

MUSEUM MOVES FORWARD

At the March 23, 1993 Board of Trustees' meeting, the Trustees voted to retain the services of Senator James R. Mills as a consultant to provide guidance on the downtown Santa Fe Project. The goal is to implement a broad plan for success through coordination with all agencies involved, including the design consultant, two principal Museum committees and other organizations involved in historic programs. The Museum is delighted to have the support of Senator Mills as we work towards the successful implementation of a contract to obtain, renovate and develop a permanent downtown display museum.

Jim's considerable accomplishments include many years with the California Assembly and the Chairmanship of the Metropolitan Transit Development Board. He is also a past Chairman of Amtrak and was instrumental in establishing the California State Railroad Museum. His first love is history and he has also served as a past curator of the Sera Museum. We are looking forward to the benefit of his considerable experience and outstanding expertise as we move one step closer to achieving our goals.

The Board's decision to retain Jim's services was contingent upon successfully securing his fee outside of our normal operating budget. Due to the efforts of Dan Marnell, we made this goal. Many, many thanks go to those people who recognized the importance of this step in the Museum's evolution and made donations to make this a reality: Mr. and Mrs. Judson Grosvenor who offered a matching grant in the amount of \$5,000; Mr. Oliver Butler; Mr. Terry Durkin; Mr. Dallas Clark; Mr. Phil Klauber; Ms. Elaine Stodelle; Mr. George Coleman; Mr. John Davies; Mr. John Starkey; Dr. Daniel Marnell and Mr. Gene Dramm. Thanks for your most generous support.

CABOOSE FOR SALE

The Museum is advertising the availability of AT&SF Caboose No. 2286 to our membership. Built in 1949, No. 2286 is an all steel cupola-style car. The interior has been completely stripped and is ready for conversion to an alternative use. Priced at \$4,000, it can be inspected on Saturdays at Campo, and interested parties may submit a bid to the office or call 595-3030. Price is FOB and includes crane services to place the car on the buyer's transport. Contact Ted Kornweibel, 461-0098, with questions or to schedule an appointment for inspection.

Sale of this vehicle will cover acquisition costs of the Missouri Pacific Transfer Caboose No. 13936, thereby providing the Museum with a complete interpretive picture of 20th Century cabooses.

MECHANICAL DEPARTMENT

by Mike Reading

THE MECHANICAL DEPARTMENT WANTS YOU!!

We are looking for a few good men, or women, who want to stand up and be counted.

Currently, the San Diego Railroad Museum has three locomotives in service as part of our San Diego & Arizona Railway demonstration trains: SD&A 1809, an EMD MRS-1; AT&SF 2098, an Alco RS2; and USAF 2104, an Alco MRS-1. The USA 1820 (our second MRS-1) is in the process of being restored, and SDRM 7485, a GE 45-ton industrial switcher, is out of service because of a traction motor fire, and is scheduled for repair. We need help—we need YOUR help.

We are looking for five or six volunteers who want to learn more about diesel locomotives and other related equipment, and who would be willing to jump in and take on the role of "crew chief" on one of these locomotives. The basic responsibility of the crew chiefs will be to lead other museum volunteers in the day to day maintenance of these locomotives, including such things as changing out brake shoes to doing the 92-day inspections and other preventive maintenance. The position requires interaction between engine and train crews, as well as the mechanics. The mechanics will "back up" the crew chief with their knowledge and assistance.

Having these crew chiefs and their assistants handling these jobs, we will be able to free our mechanics to work on other projects requiring heavy repair or rebuilding.

Pick your favorite locomotive, get involved and help us keep the trains running. All aboard!

HELP WANTED

Museum member Ray Lethbridge is planning to write an article on the equipment moves known as "Great Freight I" and "Great Freight II". Ray tells me that much of our rolling stock was moved from San Ysidro to Campo in just two trains. Great Freight I was pulled by the Shay (which broke down), and had a consist that included one of the railcranes, as well as the *Robert Peary*; that move was July 30, 1983. Great Freight II rolled on February 27, 1987. If anyone has photos or details of these two events, please contact Ray.

IMAGE BUILDING II

This workshop, which the SDRM is helping to sponsor, has several important objectives: furthering our understanding of Partnerships among ourselves, other museums and historical societies, and the community; understanding federal and state regulations and how they will affect railroad preservation and operations; and understanding collections management, document conservation and archival practices.

The other sponsors are Orange Empire Railway Museum, Pacific Railroad Society, Southern California Chapter of the Railroad and Locomotive Historical Society and Travel Town Museum.

The workshop is scheduled for June 19, 1993 at the Sheraton Suites Fairplex in Pomona; registration fee is \$27.00 and includes morning refreshments and luncheon. This promises to be an extremely worthwhile event. Please plan to attend if at all possible.

STEAM WHISTLIN' by Larry Williams

Work continues on S.P. #2353, although many of the projects in work or still to be completed must be done off-site. Cliff Pennick and Richard Dick are spending a lot of time at Frazer Boiler in San Diego helping the people there with the work on our boiler. The new front flue sheet is in place and the final weld is being made. The new 5 1/2" superheater flues arrived April 22 and will be installed as soon as possible. Boiler completion is still scheduled for early summer.

Pistons, crossheads and guides have been delivered to Jet Products' machine shop for disassembly. They will be built up and re-machined to return them to specifications. The cab has been cleaned, holes have been filled and it's been painted, at least on the inside by Wayne van Mourik. The outside is being worked on, and we're all looking forward to seeing that number "2353" looking shiny and new. And thanks to Wayne once more, as well as Duane Leal, for their work on the various valves, controls and injectors.

Work is also progressing on the pilot truck: the axle brasses have been bored out, and the springs, pins, bushings, collars and platform are nearly ready to be reassembled. After seeing this locomotive in pieces for so long, I must admit to having a great need to put something back together!

Over on the 104, Dick Pennick reports that he got a small donation of primer from A.E. Yale Company to help finish the painting. He also reports another "angel" in the form of Clarke Steel in El Cajon, who donated not only sheet steel, but also scraps that we can use for various projects.

All in all, work on both locomotives is moving forward just about on schedule. But, as we approach the re-installation of the boiler on 2353, we're also stepping up our efforts to get the entire frame done (pilot truck, driving boxes, springs, etc.) and sitting on its wheels before the boiler comes back out to Campo. We'd like to invite you to participate with us in this project. It's tough work, but it's fun, and we can certainly use your help.

I'd also like to announce our Steam Locomotive Training Class. The Steam Team of the San Diego Railroad Museum is formally inviting anyone interested to make plans to come out to Campo to join us in a series of steam locomotive training classes that are set to begin the first weekend of June, 1993.

The planned classes will be learning the theory and construction of steam locomotives. The subjects will progress from fire/water/steam principles, to boiler construction, to locomotive valve gear, to locomotive drive train action, and wind up examining locomotive accessories. (Where *did* I put that cowcatcher?) If there is enough interest, the classes will continue into the process of firing the locomotive.

The class schedule will be tied into and accompany work on locomotive #2353. The classes will begin at 8:30 a.m. on Saturday morning, with a two-hour lecture/discussion in the classroom followed by a close look at the items on the locomotives that are being studied. All class members will then spend the remainder of the day working on #2353.

The tentative plan is to do this on the first and third weekend of each month, with a new subject studied each time. If there is enough interest, these classes will be repeated on Sundays, covering the same topic as the Saturday class. I will be leading the classes and will be calling in steam locomotive experts to help with the more technical subjects. The completion of this class is one of the requirements for becoming a steam locomotive fireman for the Museum, and both of the preceding are necessary steps for anyone wishing to become a steam locomotive engineer in the future.

The Steam Team will be working every Thursday, Friday, Saturday and Sunday again for the summer of 1993. All who are available and wish to be part of this exciting effort should plan to come out. If you'd like to take part in this project, please call me at home (744-4845) or write a note to me at the main office, 1050 Kettner Blvd., San Diego, CA 92101.

Finally, I'd like to share something I call the "Statement of Training Principle for members of the Steam Locomotive Operations Group of the San Diego Railroad Museum":

The steam powered railroad locomotive is one of the most highly recognized and positive symbols of our American culture.

It is our intent and our duty to present to the Museum visitor an educational encounter with one of these locomotives in operation that will further enhance this image.

By association with the machine, the operating crew of Museum members must be of equal quality.

Steam Locomotive Fireman Qualifications:

1. Qualification as a Brakeman and continued service on excursion trains as same.
2. Be an active member of the Steam Locomotive Group working at restoration and maintenance.
3. Attend steam locomotive training classes.
4. Pass steam locomotive fireman examination.
5. Be selected for crew training by the Museum Superintendent of Steam.
6. Serve a minimum of six times in supervised operating crew sessions with five positive recommendations as a steam fireman.
7. Approval by Qualifying Board.

Steam Locomotive Engineer Qualifications:

1. Qualification as a brakeman.
2. Be an active member of the Steam Locomotive Group working at restoration and maintenance.
3. Attend steam locomotive training classes.

4. Be a qualified team locomotive fireman OR be in the advanced stages of steam fireman training.
5. Be selected for steam locomotive engineer training by the Museum Superintendent of Steam.
6. Be a qualified diesel engineer OR be in the diesel engineer training program.
7. Serve a minimum of six times in supervised operating crew sessions with five positive recommendations as a steam locomotive engineer.
8. Approval by Qualifying Board.

**TRAIN SPOTTING - Goodies found by Members
by Karla Von Huben**

NRHS Convention: Does everyone know that the National Railway Historical Society is having its annual convention in Chicago in July? And that they're bringing in steam? U.P. #3985 (*Challenger* class), ex-C&NW #1385 (ten-wheeler), Mikado #587 and Berkshire #765 (making up a Nickel Plate Road double-header) will all be there to help liven up what already appears to be quite a party. The convention hotel is the Palmer House, no less. There are activities planned from July 20-25, 1993. For full information, contact 1993 NRHS Convention, P.O. Box 53, Oak Park, Illinois 60303. (by Karla Von Huben)

San Diego Model Railroad Museum: An exhibit of a different kind is opening at the San Diego Model Railroad Museum. "Terrain Sculpture, Site Specific Installations" by Nina Karavasiles bows on Friday, June 11, 1993. Karavasiles comes to the museum not as a train enthusiast, but with a background in fine art. In this exhibit she is using the miniature landscapes of the museum to investigate scale in sculpture and to heighten the viewer's awareness of the already picturesque terrain.

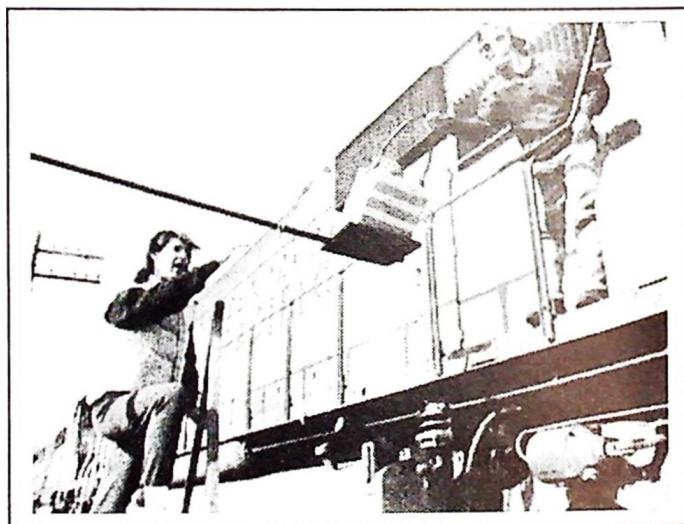


Nina Karavasiles places terrain sculpture on a diorama at San Diego Model Railroad Museum, Balboa Park.

Many of the pieces have clean understated lines that stand out in the arid Southwestern desert dioramas of the museum and lend a futuristic perspective to the scenery. Other pieces include a working water fountain, a flowering California "earth work," and a piece incorporating light. The sculptures are placed throughout the museum in various train panoramas.

The exhibit opens on June 11 with a reception from 5:00 p.m. to 9:30 p.m., and continues until Labor Day, September 11, 1993. The San Diego Model Railroad Museum is located at 1649 El Prado, Balboa Park. Admission is \$2 for adults; children under 15 free. See the trains roll by site specific sculptures Wednesday through Friday 11:00 a.m. to 4:00 p.m., Saturday and Sunday from 11:00 a.m. to 5:00 p.m. For more information, please call (619) 696-0199. (Press Release - SDMRRM)

Lunch on the Hook: Scott City, Mo. — "Cafe Serves Meals on Wheel to Railroad Crews on the Run." There are no waitresses at the Ill-Mo Beanery; no tables, no menus, no maitre d'. Come to think of it, there's not even a sign outside the small white house next to the First Free Will Baptist Church on the edge of the tracks. Unless you count "Private Property, No Trespassing." Then again, this isn't your ordinary cafe. "We don't need a sign or any of those things," said co-owner Bob Camp. "We don't feed anyone else but trains."



Bob Camp Jr., left, puts a lunch order on the hook for conductor Steve Augustine as a UP freight train speeds through Scott City, Mo. (AP photo)

About once an hour, a Union Pacific freight train rolls through this small southeastern Missouri town near the Illinois border, and the crews—the Beanery's only customers—are always hungry. But they're well out of town before they get a chance to dig in. Because there are schedules to keep, they just slow the train to 15-20 mph and scoop up the care packages left hanging on a hook. Orders come in by citizen's band, as does notification that the locomotive is getting close to the pickup zone: "CHDAZ, coming up the hill."

The handoff is rarely botched, although there was one spectacular failure. About 20 years ago, a hobo riding the rails 15 cars ahead of the caboose swiped the food. "There wasn't anything the conductor could do about it," Camp said.

The Beanery opened in 1949 when the railroad closed the crew-change point at Gale, IL, across the Mississippi River from Scott City, about 105 miles south of St. Louis. The restaurant serves crews making the 190-mile trip from Dupo, IL, to Poplar Bluff, MO, and the 199-mile journey from Poplar Bluff to Salem, IL. The railroad picks up the tab for the food-on-the-go. (Associated Press article; Palatine, Illinois *Herald*, March 23, 1993; sent by Gail Von Huben)

FACILITIES DEPARTMENT UPDATE

by Steve Wade

For this update, the key word has to be teamwork. In the Car Barn, thanks go to Denby Jones, Mike Reneau, Mike Reading, Ted Kornweibel, Duane Leal, the Mt. Empire High School students and lots of others pitching in over the last couple of months, the Pit is now operational! We have two massive 2' x 2' x 20' beams supporting 22 8" x 10" x 2' bridge timbers. On Sunday, April 11, Matt Rockenback, Dave Slater and I "rolled-over" the A-5 Gang Car. Then, so he wouldn't feel left out, we allowed Tony Neece to help us escort the Santa Maria Valley Railbus to the north end of the Car Barn. Matt and I started cleaning up the Railbus for its upcoming trip to Sacramento.

The A-5 is so close to being done I can almost taste it. (Maybe it's the OSHA orange paint I feel in my pores). I have a need for someone to reinstall the plexiglass windshields. If you have a knack for things "tricky," come out any Saturday and feel free, or call me at 469-8029 to schedule some time.

Machine Shop: I've searched and searched and there's no other word for it but PRIDE. It's great to see so many members utilizing the shop as we continue to fine tune the machines and bolt everything down that isn't breathing or on wheels. Vern Smith is to be commended for his many contributions over the last several months. And let's not forget his "trainees," Cliff Pennick and Richard Dick. I guess you *can* teach old dogs new tricks! Thanks guys.

Grounds: If you've been out at Campo lately, you may have noticed the lower yard starting to look more like it's supposed to. Well, a small group of "Spike-Heads" are setting their sights on tracks 7 and 8. Yes, already, long standing relics have been relocated and Al Keevil and friends have surveyed and staked the track bed. The next step is weeding and grading. We have the ties, we have the rail, we certainly have the joint bars, tie plates and spikes. All that's needed is (you guessed it) warm bodies. So, So, why not forego that vacation to Switzerland this summer and do something that will really impress your relatives. Many years ago when I started my career at Campo, my first job was spiking down rail. Back then we used spike mallets, sweat and teamwork. Ten years later, the mallets have given way to pneumatic spike hammers, but the sweat is just as sweet and the teamwork...

Finally, a special "hands-across-the-border" thank you to the Robinsons of Ontario, Canada. Saturday, April 10 was Ross and Gigi's last day at Campo. It would take three extra pages of copy to list all the great things and ideas the Robinsons leave with us when they visit from the Great White North. *Merci Beaucoup, mon amis! Vous etes trop amiable.*

CARL MARTIN EICHENLAUB 1895 - 1993

by Dick Pennick

There had been subtle signs for several days. On Saturday, March 26, 1932, a San Diego & Arizona Railway Section Foreman flagged down one of the westbound passenger trains just east of Tunnel 15 in Carriso Gorge. When the train came to a stop, his message to Engineer C.N. "Brownie" Brown was that the mountain above the tunnel had begun to move, squeezing and deforming the wooden tunnel timbers so badly that there appeared to be barely enough room for a train to pass through. Brownie decided to chance it and slowly inched his train up the 1.4% grade into the mouth of the creaking bore. The engine's headlight began to illuminate the problem: 18" square timbers being bent and pushed out of plumb by the weight of probably thousands of tons of dirt and rock. At one point, the Pullman car cleared the stressed supports by a mere 3"! History reports the remainder of the trip to San Diego was uneventful. But the next day, ten million cubic yards of the steep mountainside gave way, using Goat Canyon as a flume for its thunderous journey to the bottom of the Gorge. The slide carried with it the SD&A track and the easterly 300' of the tunnel, including the heavy, reinforced concrete entrance portal designed for just this sort of calamity.

Fortunately, there was no loss of life. But the mainline between San Diego and El Centro was cut. SD&A's Engineering Department in San Diego went to work immediately to assess the damage and design a repair. A new track and tunnel, further out on the spine of the ridge, was drawn up, and 36-year old Chief Draftsman Carl Eichenlaub was handed the task of designing a timber trestle to carry the realigned track across Goat Canyon in such a way that connection could be made to the original track just west of Tunnel 16.

Carl was born in San Diego on November 27, 1895, one of three children born to Martin and Louise Eichenlaub. Martin had immigrated to Mexico from his native Germany 28 years earlier at the age of 19. As a boy, Carl was in love with the sea, and during his long lifetime, built or owned several sail boats and skiffs.

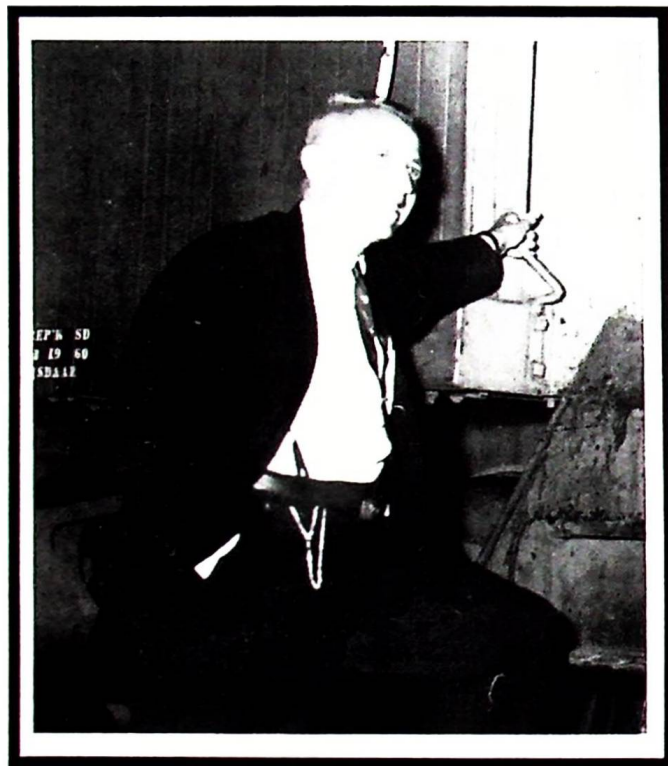
In 1911, midway into his sophomore year at Russ High School (later San Diego High School), 15-year old Carl took a job as a Patternmaker's Helper at the old Standard Iron Works in San Diego. It was here that one of the machinery drive belts caught his pant leg, lifting young Carl off the floor and wrapping his right leg around the overhead drive shaft. The leg was mangled so badly that it had to be removed and replaced with a wooden prosthesis. It had taken an hour for the horse-drawn ambulance to reach him and another hour to get him to the hospital. Carl recovered, but it gave him a unique gait that was to be his trademark for many years.

On July 1, 1914, young Eichenlaub, "pegleg" and all, walked into the offices of the new SD&A Railway at the foot of 10th Street, seeking a job as a messenger boy. At first, the management was reluctant to hire a one-legged messenger, but Carl persevered and a railroad career spanning the next 47 years was born.

From a historical perspective, Carl Eichenlaub was the SD&A Railway for generations of local railroad historians. He was 11 years old when the first shovel of earth was turned,

beginning construction of the line in September 1907. He was there when Hatfield's flooding (January 1916), brought devastation to the new line, which was still under construction east from San Diego. He was in the crowd watching as SD&A President John D. Spreckels drove home the final spike in Carriso Gorge on November 15, 1919. When he was given the task of designing the new bridge on the Tunnel 15 realignment, he pulled out the Southern Pacific Lines standard drawing for a framed-bent timber trestle, arched it to fit a 15° curve 185' above the bottom of the canyon, and in the process created one of the most celebrated mainline railroad bridges in the western United States.

Carl eventually became Chief Engineer of the successor, San Diego & Arizona Eastern Railway — a Southern Pacific subsidiary, and in 1954 was appointed Superintendent, a title he held until his retirement in 1961. In recent years, he was a frequent visitor to the museum at Campo.



Carl M. Eichenlaub boards SD&AE Ry. caboose #402, one of the original SD&A cabooses (and last to carry SD&AE initials), on the occasion of his retirement. (Eichenlaub Family Collection)

On January 23, 1993, Carl Martin Eichenlaub, Sr. - sailor, husband, father, railroader, Civil Engineer, gentlemen - passed away at his San Diego home, three years short of his 100th birthday.

FROM THE DIRECTOR OF CAMPO OPERATIONS

by Denby Jones

"Now is the time for all good men"... I'm sure that any of you who have taken any kind of typing class recognize this little exercise. It's also being used as a call for all good men and women to participate. Our pool of "Trainmen" is dwindling. Trainman is an extremely important position on our train crew. The Conductor is in charge, the Engineer takes it up and down the hill, the Brakeman switches it and puts it together. But it is the Trainman the public first meets. The Trainmen help our visitors on and off the train, answer questions and conduct the tours. There is a training program involved, and from Trainman, if you so desire, you can progress to other positions. Contact me at (619) 279-2419, or the museum office at (619) 595-3030 and make yourself available. There's a lot of satisfaction, and if you like people, it's great fun as well.

Last time I reported that our newest locomotive, #2104, was having teething problems. Thanks to museum members like Ross Robinson, Jimmy Hammel and Stan Paulson, the problems have been resolved and she's in regular service.

The Restoration Department is putting the finishing touches on our wooden reefer, and it's a quality piece. We are again getting ready to re-truck the postal baggage car, and start on it. Dave Slater's #1820 group has the locomotive looking like it just rolled out of the back shop. They are hoping to fire it up in June.

Steam Team has hit one of those inevitable lulls while parts are being made and boiler work continues, so, along with the cosmetic restoration of #104, they have been pitching in everywhere: repairing track, facilities work, what have you. Facilities, by the way, is continuing to upgrade our machine shop. Some of the tools that are coming off these machines have to be seen to be believed. The workmanship is superb!

As you know, the Inspection Pit has been completed and is in use. That was a backbreaking job, but it was something we had to have. Many thanks to all who participated in the effort — I really appreciate it.

Operations Department has been holding workdays, and has been sealing the roofs of our demonstration train against the weather.

We recently ran our first Jacumba trip in almost two years, and ran a second one April 24, 1993. Both the trips sold out. It seems the first one was very well received and everyone had a good time. SD&IV has been allowing us to use our own locomotives on these trips; however, this is the first trip that we have used two museum locomotives MU'd together. Lash up was #1809 and #2104.

I've update you as to what's going on at Campo, but neglected two very important people: George and Nancy Boggs. They run the gift shop, and do a fantastic job. They are literally the first museum members the public meet, and are always pleasant and knowledgeable. George is also the Crew-caller, and serves as Conductor on the train crew. Thanks George and Nancy, we all appreciate your labors.

We're going to be laying more track in the yard, so break out the liniment, loosen up the muscles and come out and pitch in. Believe me, we can use all the help we can get. See you at Campo!

LIBRARY NOTES

by Roy Pickering

The Library collection has grown very rapidly over the past year, and I would like to thank everyone who has donated to the further enrichment of the collection. The following are those generous folks: Walt Stringer, Jack Stodelle, Tim Henderson, Gene & Carol Turner, Scott Thompson, Richard McIntyre, Dave Slater, Pete Peters, Randy Houk, Sylvia Rath, Ted Kornweibel, Mrs. Ed Law, Mrs. A.T. Benson, Art Paget, Al Reese, William Vana, Barbara Peters, Herb Kehr, Alberto Guaragna, Corky Thomson, Bill Niedrich, Barbara Frasier, Mary Northrop, Alan Bond, Bruce Semelsberger, Greg Woodward, Dan Marnell, H.C. Kerr, Joan Diera, Allan Dillane, Walt Andert, Senator Jim Mills, Charles Tucker, Earl Bishop, Teri Marnell, Asa Smith, Mary Allely, Pat McCuskey, Mr. Patterson, Ken Garges, Ray Branstetter, Roy Pickering, Margaret Stahl, Ed Duling, Fred Nielsen, Jerry Vestal, Ray Lyttle, Laura Emery, James Thornton, Barney Barnier, Dale Prescott, Don Getz, Jim Lundquist, N. Rankin, Olaf Todal, Robert Watrous, Malcolm Farmer, Paul Westover, Bob Underhill, Joe Rodriguez. If any one was missed, I'm truly sorry; please let me know.

As you can see, we've been extremely busy this year, and are looking forward to an even greater year. Library hours are Tuesday evenings, 7 P.M. to 10 P.M., and Saturdays 10 A.M. to 4 P.M. The Library is in the San Diego Santa Fe Depot Baggage building on Kettner Boulevard.

RESTORATION NEWS

by Ted Kornweibel

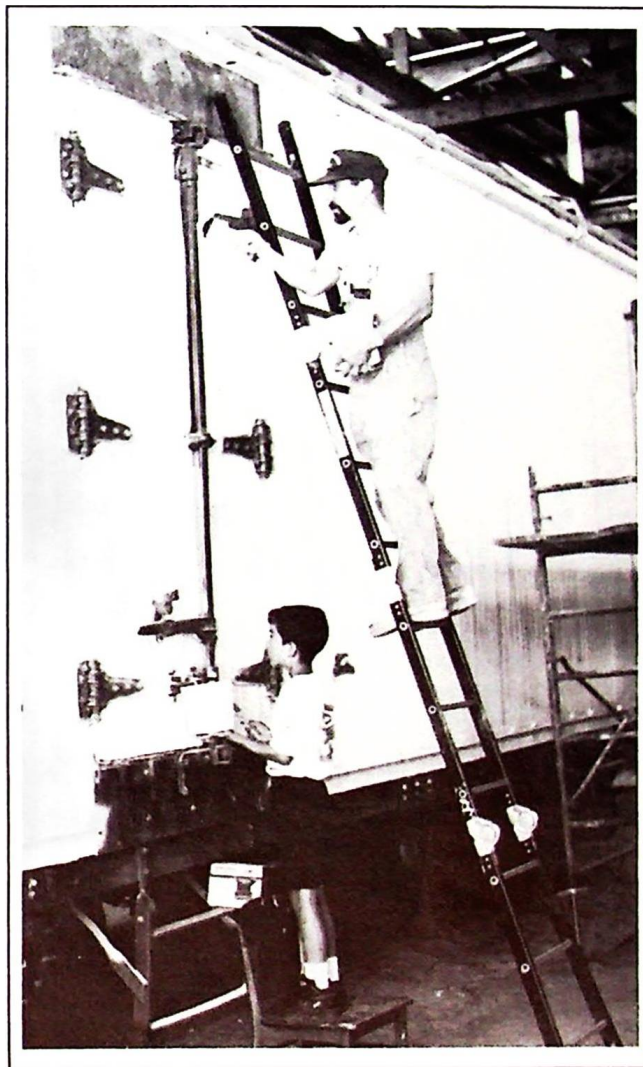
It's been a long time since we've been able to announce a major rolling-stock acquisition, so here's some great news for all you caboose fans: SDRM has just received Missouri Pacific (MoPac) #13936, a transfer-style caboose that was used by the MoPac and then Union Pacific as a long-distance van. Its small cabin has a self-contained toilet, water supply, several seats and small desk, oil-burning stove, but no bunks.

The transfer caboose design is the one type of modern way car that our collection was missing. No. 13936 was built in October, 1980, and is thus one of the very last cabooses built for American railroads; truly the end of the species!

Does a MoPac caboose fit into the Pacific Southwest Railroad Museum's collection? You bet! After the UP absorbed the MP in the mid-1980's, MP equipment migrated all over the system, including Southern California. Last summer I spotted a sister to #13936 at Ontario in San Bernardino County. No. 13936 was last based in Grand Island, Nebraska, and we don't know yet where it traveled in its career.

"Why another caboose?" you may be asking. Our museum presents a fine exhibition of the evolution of cabooses. Chesapeake & Ohio wood caboose #90751 illustrates 19th century design and dimensions. Our other two wood crummies, AT&SF

#1413 and SP #644 show early 20th century styles. The evolution of steel cabooses is demonstrated with two offset cupola models, AT&SF #999371 and SP #1058, and center cupola UP #25247. Newer designs are SP #1351, a bay-window caboose, and SLSW (Cotton Belt) #35, an extended vision center cupola model. We also display an industrial caboose, Kaiser Steel #1905. Thus, MP #13936 completes the 20th century store of cabooses with a design originally used for transfer runs between railroads in major terminal cities, but then adapted to long-haul runs in an era where crews did not sleep over on their trains and had no need for bunks and other creature comforts.



Father and son team, Ted and Dan Kornweibel apply undercoating to FGEX Reefer #56415. (Photo - B. Schneider)

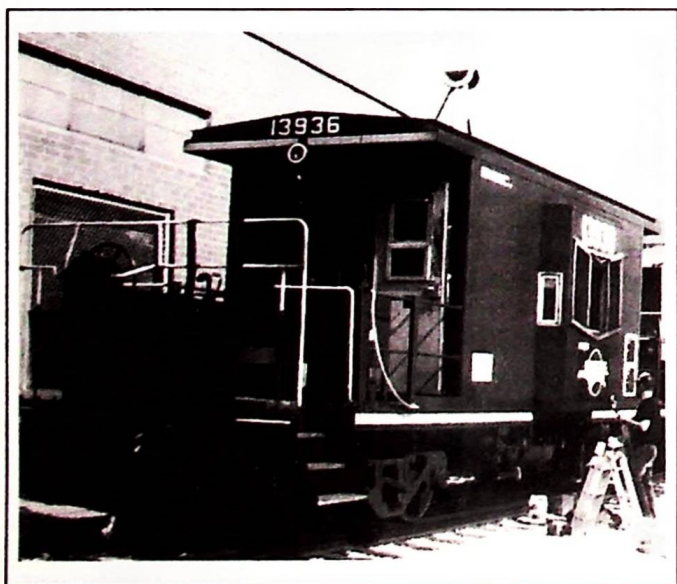
What a beauty this MoPac caboose is! Only twelve-plus years old, its Imron paint, beneath a decade of dirt and diesel exhaust, is bright red, almost the same color as the San Diego Trolley, and in good condition. Overall the caboose is in excellent shape, with only a few small parts missing. Roger Garrett, our acquisitions specialist, is trying to locate the missing items. Thanks, Roger, for your many efforts over the years to enhance our collection, particularly cabooses. And while we're handing out

kudos, we wouldn't have gotten #13936 without the persistence and hard work of a real caboose fan, Dan Marnell.

MoPac #13936 needs almost no restoration, only a good cleaning and polishing. Because it is being stored in San Diego until the line through Mexico is repaired, we can get it into great shape with local talent, the kind of talent every one of you has: the ability to scrub! Ted Kornweibel and sons Daniel (age 11) and James (age 10) have started the job, using cleaners, scrubbing pads, and plenty of elbow grease. This is a perfect Spring-cleaning type of project. Call me at 461-0098 to join a work party. This could be one of the most rewarding restoration experiences you've ever had.

Fruit Growers Express reefer #56415 is in the final stages of lettering, and the hardest: 2-inch letters are much more difficult to hand-paint than 9-inch ones. Once again the Honor Roll of lettering artists is headed by steady-handed Frank Stites, assisted by shaky Ted Kornweibel. Slow it may be, but there is progress. The last projects will be painting the roof, waxing the sides and ends, re-installing ladders and other gadgets, and washing the trucks and under-body appliances. For this last task we hope to get museum executive director Kay Carter to once again show us how to use a toilet brush to clean wheels. This organization is just loaded with talent!

Other restoration efforts at Campo include SP #2353, which you will read about elsewhere, and the ongoing saga of miracle workers bring United States Army MRS-1 #1820 back to life and glory. Much new paint and lettering adorn its body. Project director Dave Slater continues to amaze us with the donations he wrangles — he could talk Donald Trump out of the Towers! Then there are the magicians who are fabricating new parts and the mechanics who are engineering ways to perform impossible tasks. Among the former are Dick McIntyre, Ross Robinson, and Vern "Smitty" Smith. The latter category includes Steve Link, Paul Westover, Randy Houk, Mike Reneau, Stan Paulsen and Dave Slater. Others lending muscle (and talent) to this rebuild are Steve Wade, Duane Leal and Wayne Van Mourick. Bill Niedrich



TRANSFER-TYPE design of MoPac caboose # 13936 is apparent in this view. Note the unusual slanted, sliding bay window screens. Taken in San Diego by Chop Kerr.

continues to research #1820's history. Finally, a big thanks to Randy Gibson for a donation of big bucks which will come in handy to pay for brake valve work.

Want to get in on this exciting restoration? Call Dave Slater at 222-5422. No matter what your talents and skills (even if you don't think you have any), Dave guarantees that he can put you to work on a satisfying task.

STEAM LOCOMOTIVE 101

by Karla Von Huben

As someone starting at the most basic level of steam technology (i.e., water + heat = steam), I need all the help I can get. With Larry's approval, and to help myself and other novices, I'll be writing very brief pieces, to be published on a space-available basis, summarizing what I learn as I read a handy dandy little book called *The 1925 Modern American Locomotive, Construction and Operation*, by Frederick J. Prior, M.A.

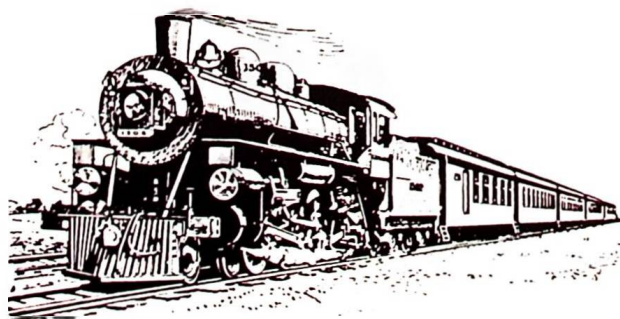
In his introductory chapter, Mr. Prior says that the steam locomotive was invented to meet the needs of civilization to move goods, and as those needs grew, so did the power and complexity of the locomotive. Thus, he argues, the steam locomotive is a direct reflection of the era in which it exists. The needs of the time for even more advanced, lower maintenance motive power (diesels) finally meant the end of steam on the American rails.

In Chapter 2, he describes the locomotive as a sort of triune power plant on wheels. Not only is the locomotive a vehicle, it is also a steam generator and a steam engine. He then defines the major parts of the locomotive as the boiler, what he calls the "foundation," and the valve gear.

The boiler, which is the heart of any steamer, has four main components: the firebox, where the fire is built; the flues or tubes (they heat the surrounding water); the cylinder or barrel (the massive round part which is filled with water and incidentally keeps everything else from falling out onto the ground); and the smokestack.

The "foundation" is what I've learned to call the frame: the springs, drivers, trucks and their component parts that support the boiler and cylinders. Finally, the valve gear controls the distribution of steam in the cylinders.

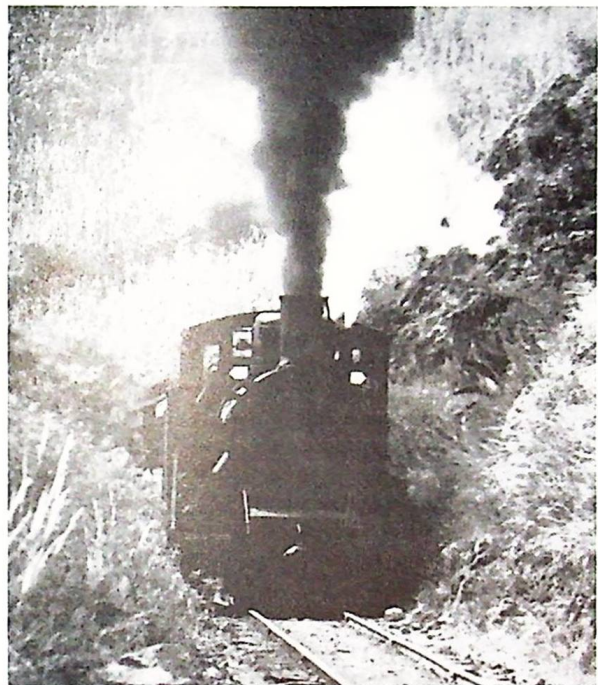
Mr. Prior doesn't go any further with his explanation of how all these parts work as he's apparently saving that for another chapter. When I find out all the good stuff, I'll pass it on. Meantime, next up is fuel consumption and combustion. Stay tuned!



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GREAT GUATEMALAN RAIL ADVENTURE: February 6-14, 1994. Spectacular 3-foot railroading in the rugged Sierra Madre, all by charter Baldwin steam. Prices start at only \$1,759.

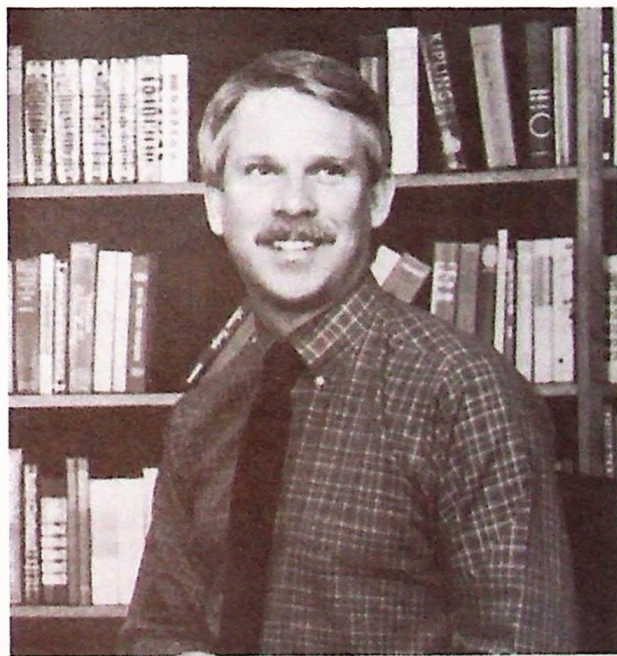
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JERRY GILLAM — Dead at 47 by Mike Retz

We are sorry to report the passing on February 2nd of long time member, trainman and tour guide, Jerry Gillam. Jerry was very active as a trainman in our early years of Campo operations. He also played a significant role in the training of new dodents until his illness kept him from making trip to Campo. Jerry worked in a flower shop in San Diego and will also be remembered for the beautiful flower arrangements he placed in the "Robert Peary" and 1509 on special trips. He was a member of the San Diego Mineral and Gem Society, and on several occasions, brought a large group of Society members come out to Campo to tour our equipment and ride the train.

Jerry is survived by his parents, Donald and Lucille Gillam of LaVerne, California, and a brother, Bob.



Jerry Gillam

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REPORT

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