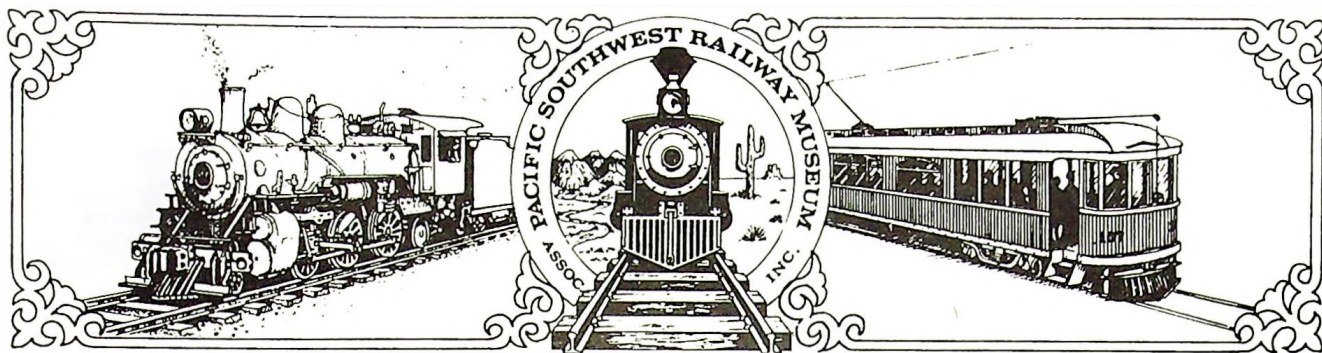




APR-MAY 1993

REPORT

NO. 241

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



FINISHED AT LAST! FGEX #56415 shines with a beauty it hasn't had since it was built! The wood RS ice-type Class C refrigerator car is seen in the Campo car barn January 9, 1993 with Standard yellow sides, Standard brown ends and roof, and black underframe. It took dozens of Museum volunteers four years of hard work, but it was worth it.

photo-b.schneider

EXECUTIVE DIRECTOR'S REPORT

by Kay Carter

JACUMBA CARS - Update

Recently, the Museum has been involved in discussions with MTDB to determine the fate of 5 wooden open-platform car bodies presently located in Jacumba. Plans for these cars go back to 1990 when the Museum approached MTDB about their relocation to our Campo facility. Since then, interested members have been preparing studies on costs for the move, restoration and interpretation. These cars are historically relevant to San Diego and the railroads of California. Of the 54 or more wooden passenger coaches on the roster of the San Diego and Arizona Railway between 1910 and 1932, only one car remains, business car #050, the "Carrizo Gorge". The other wooden SD&A passenger cars known to still exist are these Jacumba cars, all over 100 years old. Even in their existing condition, they make a valuable addition to any collection that focuses on the history of rail transportation in our county.

As a railroad museum, we have been organized to acquire, preserve (protect) and interpret significant examples of railroad history for the benefit of the entire community. Our responsibility as a non-profit corporation requires that we act on the public's behalf, if you will, to insure that every effort is made to diligently pursue these goals. I know that I have continued to stress priorities - we made a commitment that we would have Steam Locomotive #2353 restored and operating. No small project both from a financial and manpower standpoint. And, I am not suggesting we depart in any way from our number one priority. However, like the #050, these cars, no matter how derelict their present condition, represent a slice of local history.

Now, we are presented with an excellent illustration of the saying "life is what happens while you are making your plans." MTDB has recently received one very legitimate request from a private collector in the city to restore one of these cars. More requests will soon follow. Their loss to interested parties outside of the San Diego community would be unfortunate and significant. We can no longer postpone a decision regarding the role our Museum will play in their stewardship. Our Museum has responded by suggesting that MTDB place certain restrictions on the transfer of these artifacts. Staff and Board members then agreed to acquire two of the coaches - Car Bodies #240 and #232 - for Museum display. Colonel William Niedrich generously offered a one-for-one matching grant to help raise the money to relocate both cars to our Campo facility and stabilize. MTDB will require the same information from the Museum as other collectors - what do we plan to do, what is our time line, and restoration budget. Two cars fully restored would be a tremendous undertaking. The Board supported the concept of restoring car #240 and interpreting #232 perhaps in its last evolution as crew living quarters.

How did we do financially? The Board and their families donated \$1,900 to the cause. Col. Bill matched that amount and added a donation to relocate #240. Thanks to Bill and Museum members Al Brill, George Boggs, George and Maude Coleman, Kay Carter, Jim Friedlan, Corrine Gallagher, Bob Henshaw, Frank Lynch, Ann McVeagh, Dan Marnell, Bill Schneider, John Starkey, Maryann Thompson and Jack White, we can move forward.

Our priorities remain the same - Steam in '94! And, yes we STILL need sizable donations to remain on schedule with #2353. But, the Jacumba cars should also remain as important symbols of a bygone era in San Diego railroading. Taking an active role in their restoration and insuring their presence in San Diego is no less than our mandate requires. Please let us know if you, too, would like to become a part of the preservation of these cars. Donations should be designated for the Jacumba Cars and will go into restricted accounts set up for each car.

MATCHING GRANTS, STEAM PROJECTS and the POWER OF PERSUASION!

Inspired by our success with the Jacumba cars, I would like to suggest SDRM members give considerable thought to a matching fund concept. We recently secured the consulting services of Jim Mills and doubled our donations on the Jacumba cars through matching grants. It seems that everyone enjoys a challenge including the staff! Many companies offer matching funds to their employees for donations to non-profit corporations. Museum member Paul Bortell has generously donated to our Museum over the years and his money is matched one-for-one by IBM. In this way we can double the amount donated. We hope you are considering a donation to Project #2353, the #050, or one of the other special programs we have underway. If you have already checked with your company and utilized their grant program, we offer a sincere thank you.

SP Steam Locomotive #2353 needs approximately \$90,000, including the work by Fraser Boiler Service, Inc., for completion. How about a specific matching grant for the steam program? Would any member be willing to match every dollar we can raise for steam within the next 30 days up to an amount that you determine - \$5,000 or maybe more? Everyone likes the idea that their donated dollars will actually double and as a major donor, it is gratifying to know that the commitment of the organization is behind your contribution. Don't forget we are offering framed prints of #2353 for donations of \$250 and up to this project.

Included below is a "Shopping List" of our steam needs. Don't wait - be the first in your neighborhood to have actually purchased a jacket for a steam engine boiler (just in time for winter).

more next page...

ExecDir continued...

Locomotive Springs	\$ 2,000
Brake Control Valve	2,000
Steam Driven Air Pump	10,000
Axle Crown Brasses	2,000
Superheater Elements	1,200
Paint	850
Controls (Engineer & Fireman)	1,000
Firebricks	1,500
Boiler Work -	
Fraser's Restoration	40,000
Lagging	1,250
Exterior Jacket	1,500
Swedged Tubes	8,500
Driving Rods & Brass Bushings	1,000 *
Cylinders & Valves	10,000
Plating on Lights	750

* \$1,000 already contributed

THANK YOU DEPARTMENT

Whenever possible, we are very pleased to recognize recent donors to Museum projects. I don't always get everyone's name through this office, so be sure to look under the Superintendent's articles as well. Individuals and civic-minded corporations such as those listed keep our projects moving ahead. The grateful appreciation of the SDRM is extended to everyone who continues to support our Museum with their time, materials, funding and plain hard work!

Special thanks this issue to:

Eleanor Kendall for her generous donation of \$1,000 on behalf of Larry Williams, to #2353;

Richard Dick for his continued contributions to #2353 on a monthly basis (and also for his non-stop enthusiasm, cheerful approach, sense of humor and willingness to help WHERE EVER needed!);

Dan Little for the Southern Pacific Railroad caboose stove;

Floyd Evans and Jet Products for the Fosdick Radial Arm Drill Press;

Joel Cloud for the donation of concrete to anchor the press in the Car Barn Machine Shop;

La Mesa Lumber for the donation of lumber for #2353 and #104 locomotives;

Donald Thurlow for the 1905 typewriter from the Chicago Northwestern Railroad donated in the name of Robert Thurlow;

Jim Friedlan and Rich Borstadt for donating the dollars and time to restore "Hobo Joe". Since his unfortunate adventure last year, our Joe needed some TLC. Now he's back and looking like new (Any chance you two could perform the same miracle on the Executive Director?);

Roy Harper and James Royle, Jr. whose names were inadvertently omitted from the Santa Fe Tie Fund donor list. Thanks guys!;

General Dynamics for the donation of a jib transit;

Paul Holtz - Point Loma Camera, for the donation of a multitude of photographic services to our Museum for numerous public displays around the San Diego area;

Jac Lee of Warner/Elektra/Atlantic Corporation for the 1,000 feet of rail in Simi Valley and a donation of \$500 towards the move; and

Richard Nelson, Richard Dick, Randy Houk and Duane Dubke for giving so generously of their time and considerable support to staff our exhibit at RailFest in Sacramento. Not only were these members "gentlemen" in the truest sense of the word, but they get my vote as the best back-up team a director could have!

WE ARE LOOKING FOR A FEW GOOD MEN (AND WOMEN)

Our Museum is looking for people with Class A California Driver's Licenses. Bringing 1,000 feet of track from Simi Valley to Campo indicated a serious hole in our database. If you have a Class A and are willing to donate a day or two on an as-needed basis, please let us know in the office at 595-3030. We would like to establish a pool of certified drivers to draw from when the need arises. It would certainly help us out and Denby Jones would be particularly grateful since he's the latest person to spend untold hours on the phone trying to locate drivers. By-the-way, we made it! The most recent donation of track from Simi Valley rolled into Campo on Sunday, August 15th just under the deadline for removal.

REPORT EDITOR NEEDED

The last issue indicated a critical need for a volunteer to be editor of our Report. (Past Editor Harry Doering graciously stepped in and published this issue.) So far, we have had one response. However, though we certainly appreciate the interest, the member lives in Highland, CA and logistically it would be difficult to coordinate. SO... I am running the request again. Please give some serious consideration to this position. Haven't you been wondering how you could become more involved?

Volunteer needed! Experience in computer publishing and graphics programs, access to a computer and quality printer (may use the one in this office). Knowledge should include newsletter editing and paste-up. Little or no actual writing is involved since Staff and members submit articles on various projects. The Report is published 6 times annually and functions as an informational update and marketing tool. We would be willing to send the serious applicant for further training in computer programs.

SYMPOSIUM IN YORK

Location: National Railway Museum, York, England. Included in this issue is a flyer on an upcoming Railway Symposium to be held in York. This international event is for parties interested in railway history and preservation. Dates are October 8-12. Call the numbers listed on the flyer for further information.

LA MESA DEPOT

by Steve Wade

First, to all those hard working volunteers who faithfully staff this exhibit and donate their time to visiting school groups, my apologies. This year's annual dinner program failed to appropriately recognize these "unsung heroes". This award-winning site simply rolls along, providing in many cases, a youngsters' first exposure to early railroading, and performing a valuable contribution to both our Museum and the community of La Mesa. Many, many thanks to the volunteers who staff this facility - Dan Botkin, Rea and Don Douglas, Jack Ebey, Dr. and Mrs. Justin Lundquist, Art Paget, Bruce Semelsberger, Russ Stockdale and Violet Lundquist.

A few words about the Depot itself - It represents a rural community structure restored to its appearance of 1915. The architectural style of the building was in the tradition of small town America - board and batten siding with a bit of Victorian gingerbread trim. The La Mesa Depot would have disappeared entirely if it hadn't been for one Flossie Beadle who purchased the building for a dollar and moved it to her ranch in Lakeside. Flossie died before realizing her dream of developing her own western town and museum. Such indignities the depot then suffered - from worm farm to chicken coop. The volunteers of the then Pacific Southwest Railway Museum Association stepped in and purchased the building (once again for \$1) and tried to enlist the interest of the Southern Pacific in restoring it on its original site with little success. During the SP sale of the railroad that followed a few years later, the proposed site was purchased by the City of La Mesa. The Museum was poised to go and wasted no time with their plans. Working with the City of La Mesa and the La Mesa Historical Society, the project was completed in 1982, winning an Orchid Award in the process. The "can do" attitude of our early group of volunteers, along with the support of hundreds of community members, created a miracle!

Recently, this little hub of La Mesa got a face lift. Steve Wade, in conjunction with an Urban Corps Youth Project, put a coat of fresh paint on the building and several of the pieces of equipment on display there. We appreciate Steve's leadership and hard work along with the young people who assisted. Just in time, too! The Depot is getting ready to celebrate its 100th birthday in 1994. Once again, this wonderful interpretive "member" of our Museum family will be featured in our Report...look for a future article with a detailed history of the site.

ANNUAL DINNER

We hope you were one of the 150+ members that joined us for Dinner in the Depot. Lots of folks pitched in to make the evening special. Thanks to Don Getz and Elaine Hall for honchoing the dinner; Ted Kornweibel and band members Frank Stites, Walt Richards, Paula Strong and Frank Hafner for their (amazingly professional) excellent entertainment; Ray Krum, Art Dominy, Gene Dramm, Meeting

WOW!!! Are we the hardest working group of volunteers west of the Mississippi, or what??? If you have any doubts, then you haven't been out to Campo lately!

CAR BARN: The Fosdick pit has now been poured! Thanks go to Dick Pennick, Richard Dick, Rick Gifford, and Joel Cloud who donated eight yards of concrete. In two short weeks, we can bolt that baby down.

SIDING: Yes, I said siding - we gathered the troops together on July 24th and August 1st, and put a big dent in the north end of the barn. On the job were Duane Leal, Denby Jones, Paul Bortell (the king of song, and Frank Stites.

MACHINE SHOP: If you can measure success by noise levels then we must be batting 1,000! No, Mr. President, there's no recession here, no doubting Thomas's to excite worry or fear. What we have here are dedicated, ingenious, hard-working men and women whose sweat and courage, I think, are what is needed in times like these...

LA MESA DEPOT: Over the past several weeks I've had the opportunity of greeting hundreds of visitors to the La Mesa Depot. Grandparents with the G-Kids, Moms & Dads with their rug-rats, neighborhood kids and lots of local business owners.

Their happy faces told it all. Lots of good memories rekindled and new memories stored away, and since we were already there, why not paint the thing! Dave Richardson of the San Diego Urban Corporation sent out 6 young men and in 2 days we water-blasted, TSP'd, and repainted the historic landmark. After it was all finished, I stood back and looked around. To my amazement there were 3 pieces of Museum rolling stock just begging to be 'touched-up'.

After nearly finishing the locomotive a little boy ran up to me, one arm pointing toward the engine and one reaching up to me. He looked in amazement and said, "Thomas the Tank, Thomas the Tank". I smiled as I stuck a paint brush in his hand. America...What a concept!!!

Services, Catellus Development Corporation and the Pan Pacific Hotel for the part their contributions played in making the evening such a success.

In case you missed the event, special awards went to the following volunteers in recognition and appreciation of their time and considerable talent given on behalf of the San Diego Railroad Museum:

Richard Dick - Silver Spike Award
Paul Westover - Rail Fan of the Year
Stan Paulson - Rail Fan of the Decade
Harry Doering - First Jack Stodelle Memorial Award

DON'T FORGET - October 16th is MEMBERS' DAY at Campo. Plan to join us for a day of activity and recognition. See the enclosed flier for details and reservation forms.



EXECUTIVE DIRECTORS Al "Barney" Barnier (past) and Kay Carter (present) get their heads together June 5th at the Annual Awards Dinner. Barney flew all the way out from North Carolina (on USAir of course) for the event. Photo-b.schneider



HUNGRY: Duane Leal hungrily eyes the flowers while Facilities Superintendent Steve Wade prays there'll be enough food at the June 5th dinner. Photo-b.schneider



The Reverend Art Dominy and his charming wife stand by the outstanding collection of railroad flatware and other items they brought to the Annual Awards Dinner June 5th. photo-b.schneider

ANNUAL AWARDS DINNER PHOTOS *by Bill Schneider*



RESTORATION DUO: Frank Stites and Restoration Superintendent Ted Kornweibel in a different role as entertainers at our Annual Awards Dinner. photo-b.schneider

AT THE MOVIES

by Chop Kerr

Come hear the music and see the movies! The San Diego Symphony Orchestra is presenting their 1993 AT THE MOVIES: NICKELODEAN SERIES.

Come munch the free popcorn, boo the villians and cheer the heros. AT THE MOVIES features the best silent movies (two with lots of train action) from the silver screen with full orchestral accompaniment.

Music by the San Diego Symphony Orchestra. Carl Daehler the first three programs, Eric Beheim conducting the fourth program, with Dennis James, organist.

Saturday, October 16, 1993-THE GENERAL (1926)

Buster Keaton's comedy masterpiece is an authentically filmed Civil War epic based on the true story of the Anderson Raiders and their capture of a Southern locomotive. The newly compiled musical score is based on original source material.

Saturday, December 4, 1993-AMERICA (1924)

D.W. Griffith's romance is set against the background of the Revolutionary War showing the events that led to the conflict and terminating in the surrender at Yorktown, including the famous midnight ride of Paul Revere.

Friday, February 25, 1994-NOSFERATU A SYMPHONY OF TERROR (1922)

This is the original silent film version of the Dracula story, made in Germany in 1922 by F.W. Murnan. This performance features the complete, newly restored, color-tinted print.

Friday, April 22, 1994-THE IRON HORSE (1924)

John Ford's (the famous director of Westerns) epic tells of the opening of the transcontinental railroad system including an enactment of the driving of the golden spike. Cast is said to include, in addition to featured actors led by George O'Brien, a regiment of U.S. Troops and Cavalry, 3,000 railway workmen, 1,000 Chinese laborers, 800 Pawnee, Sioux and Cheyenne Indians, 2,800 horses, 1,300 buffalo, and 10,000 Texas steers. The new musical score is based on original compilation instructions.

Series and single tickets are available at the San Diego Symphony Ticket Office, Symphony Towers, 750 B Street, San Diego, or call (619) 699-4205.

* * * *

The above information was compiled from the San Diego Symphony 1993-1994 Master Season brochure.

RAILFAN QUIZ

by Bill Schneider

What car at our Campo Museum was once equipped with a barbershop?

(Answer in the next Report's equipment feature story.

INTERPRETATION BRIEF

by Rich Borstadt

Feasibility study preparation and initial survey/repair work on the Santa Fe Horse/Express car is moving along nicely thanks to efforts of Rick Gifford, Ted Kornweibel, Dick McIntyre, Larry Occhiello (Santa Fe Historical Society Library), Roy Pickering, Mike Reading, Mike Retz, Dick Schleicher, Bill Schneider, Bruce Semelsberger, and the folks at the Southern California Chapter of the Rail and Locomotive Historical Society. Originally numbered 1997, this unique conveyance for race horses was one of only ten such heavyweights ever built for the Santa Fe by Pullman. A sister car, the 1992, survives in the R&LHS collection at the LA Fairplex in Pomona, as does 1999 at the Orange Empire Railway Museum.

It is the intent to prepare our car as a mobile exhibit hall for the Museum, with primary duty at Campo to provide more traditional museum interpretive exhibits for inspection by visitors between trains and tours. The consistent work day is the third Sunday of each month, if you would like to get involved, and there are other tasks to be done on the project at anytime, including research downtown. Phone Mike Retz (466-8808) or the Superintendent (544-5875) to do your bit.

Next year is not only the 75th anniversary of the SD&A Railway, but it is the 100th for our own La Mesa Depot. Planning is underway for commemoration of this centennial and a major meeting is set for the evening of Tuesday, September 14. We need help with this. Call the office for meeting time and location or contact me (phone number above).

The BLM has begun construction of a viewpoint and picnic area on the east rim of the Carriso Gorge. The Sacatone Springs overlook provides a view of tunnels #19 and #21, several trestles and the remains of derailed box cars on the flank of the grade. They will be using our Research Library and expertise as interpretive signage is developed and are keeping us informed of progress. The grading and drainage of the access road is already greatly improved so that passenger cars may drive to the point. You may want to check it out. The approach is off highway 94 at Boulevard, California, heading north on the McCaine Valley Road. The Sacatone turnoff is well marked.

Exciting news in the acquisition and accession of the choice museum piece, Kennecott Business Car No. 100 for the Permanent Collection. This 50-foot, wooden 1890s gem was used by the Jackling family of western mining legend. The piece came to us through the contacts and generosity of Dr. Dan Marnell. It is expected to arrive sometime in August, so may be here as you read this. A special article on it and its expected future niche in our Museum's rail interpretive efforts will follow next issue.

Fall is a great opportunity to finally get involved with active volunteering for the train crew at Campo and other Museum activities. The Trainman/Guide Course all day Operations Workshop is set for Saturday, October 2, at Campo. Call Mike Retz or myself

CAMPO OPERATIONS

by Denby Jones

Thanks to a generous gift from one of our members, our Santa Fe cafe observation car, #1509, is being restored for service. Under the guidance of our Superintendent of Restoration, Ted Kornweibel, all the windows have been removed and are going to be rebuilt, and the carpet and trucks will be replaced. The period it is being restored to is the 1940's, when it was last rebuilt. If anyone has pictures of the car, or information on it or any other Santa Fe passenger equipment from that time period, contact Ted through the Museum office.

Another new car project is the Santa Fe Horse Car, headed by Rich Borstadt. Rich is refurbishing this unique car to be used as an interpretive display area.

The Steam Team under Larry Williams is making progress on SP Steam Locomotive #2353. The boiler is about ready to receive the tubes; the frame is about complete, with only a little welding left; the pony truck has been a nightmare and consumed many additional hours, but is almost done. Steam Team classes have begun on the basics of steam, and have been well received - about 30 people in attendance - class in the morning and work on the equipment in the afternoon. Our goal is still November 1994.

Another project that is nearing completion is the EMD MRS-1 #1820 under Dave Slater. Dave and his crew have removed and checked the heads on the left side of the engine, and are ready to start on the right. I believe this is the last major task to complete the locomotive. As I have mentioned before, this restoration has been done totally without benefit of Museum funding. This has been quite an accomplishment, basically taking a collection of parts and turning it into an operating locomotive. They hope to be running by October.

In the Car Barn, the inspection pit has been completed, and was immediately put into service with 90-day inspections. The machine shop is almost complete, with the Fosdick drill remaining to be installed. Concrete for this has been poured. It seems that as a machine comes on line, it is put into use immediately.

We have renewed our efforts to keep our track in repair. In the last couple of weeks, we have replaced almost 125 ties, and are plugging and re-spiking where we can. We are still fighting water runoff. Some of the cuts still have water running in them, and with all the water we have had, we have had associated weed problems. We have crews that have been working just weeds on the weekends, and they have helped immensely, but it seems to be one of those "the further you go, the behinder you get" type of jobs.

Speaking of track, we had another 1,000 track feet of 75-lb rail with ties offered to us. This track is in Simi Valley, adjacent to the area we got the last lot from. Ken Garges from

ORANGE ENDS AGAIN- HAVE YOU SEEN 'EM?

by Bill Schneider

The Museum's most-seen caboose (SP #1058 at the La Mesa Depot) now sports bright Daylight orange ends again, thanks to Facilities honcho Steve Wade.

The car, built in 1941, was originally painted all mineral brown, with "SP 1058" lettering on its sides, and horizontal bars above and below the lettering. In 1946 the SP spelled out its name in full on its hacks, retaining the bars.

About 1956 the ends of all SP's cabooses (and fore-and-aft-facing bay-window sides) were repainted Daylight orange, for better visibility and safety. In the 1970s the lettering changed again, to a block, or "billboard" style, with no horizontal bars, as on SP #1058 today. The Daylight orange ends were retained.

At one time all four SP cabooses displayed by our Museum and the SSW/Cotton Belt caboose had orange ends! Today, only SP #1058 and #1351 (bay-window) have them, as wooden SP #644 is in its 1950-56 appearance, Dan Marnell's #1061 has been restored to its 1946-50 condition, and SSW #35 is now in a post mid-1970s bright red (though quite faded, as is SP #1351).

Steve Wade and Restoration boss Ted Kornweibel need lots more car painters, and more importantly, car letterers! They'll provide the training, so volunteer now! Just one day a month is all they're asking for (but will, of course, accept more).

Simi Valley, and Mike Reading from San Diego are overseeing the job. This time we are going to remove the track in panels (snap Track). We figure about 30 panels, and so far they have 19 panels broken loose. This is badly needed at Campo.

There have been many improvements over the last couple of years at Campo, so if you have not been out in a while, come on out. I'm sure you will enjoy it.

As I reported last issue, our newest locomotive, MRS-1 #2104 has had teething problems in the cooling system. These have been resolved, and she was promptly put into regular service until last weekend (this article was written July 27th) when she presented us with the Museum's first ever Hotbox on her right front axle. Seems a wedge slipped, placing all the weight on the outboard end of the bearing. No damage to the axle and she will be back in service as soon as we get the bearing repoured. Believe me, it was a graphic demonstration as to why they needed couplars and bay windows and brakemen to look out of them when they were using friction bearings in regular service.

Well, 'nuff for now. Hope to see more and more of you at Campo.

Restoration work is speeding up this summer, with new volunteers adding muscle and encouragement, and new projects started. You will read about work being done on both steam locomotives as well as the AT&SF horse/express car elsewhere in this issue. but that still leaves much to relate.

The Fruit Grower's Express reefer has received additional finishing touches since the last Report, with thanks to the skills of Frank Stites, Larry Owen and Ted Kornweibel. Other priorities have delayed painting the roof, so if you have a yen to bring this beautiful restoration job to a close, call Ted at 461-0098 to volunteer.

Outstanding effort has gone into MOPAC caboose #13936. First, ace museum historian Bill Schneider has done some splendid research. This shack is a road-type caboose, not a transfer caboose, although built in the latter style. Thanks, Bill, for setting the record straight and unearthing other useful details. A cleaning party made more headway on restoring this car to its beauty hidden under a decade of diesel exhaust. Cleaners were Matt Rockenback, Mike Morrin, Bruce Semelsberger, Ray Lethbridge, Duane Leal, and Daniel, James and Ted Kornweibel. Lots of elbow grease has gone into this way-car, and lots more is still needed. Again, Call Ted if you want a piece of this rewarding action.

The biggest restoration news is an all-out push to renovate the interior and perform exterior maintenance on AT&SF cafe-lounge-observation car #1509. A very generous donation from one of our Museum members is making this possible. Ted Kornweibel has done a lot of research, securing builders specifications and original photographs of the interior and its furnishings. As you read this, the old carpet and tile have been stripped out, upholstered chairs removed for refinishing and reupholstery, and all windows also removed; new windows, glazed with safety glass, will be installed. When done, the car will be unrecognizable in its new beauty, even more dramatic a make-over than liposuction. Design assistance is being provided by Jan Bast, ASID. Assistance on the windows has been given by cabinetmaker John Sweeney. Look for more about their efforts in a later Report.

A tremendous effort has been invested into clearing the car for its reconditioning. Working on old flooring and windows have been John Harrison, Jim Hamill, Frank Stites, Duane Leal and his friend Tim, Olin Dirks, and Ted Kornweibel. Especially inspirational has been the work of Paul Bortell, who doesn't let eight decades and bypass surgery slow him down. What a guy!!!

There's also mechanical work that is needed on #1509, already started by Mike Reading. One big task is swapping trucks with AT&SF #1303. This requires jacking up one end of one car, removing the truck, jacking up one end of the other car, then removing that truck and swapping the two. Then do it all over again on the other ends of both cars. All this is being done by hand with a pair of 100-ton jacks. One mercifully cool July day, Mike Reading, Denby Jones, Jim Hamill, and Ted Kornweibel spelled one another, putting nearly 900 full-body strokes on a bar to raise each jack 1/32 of an inch with each agonizing stroke. Who says we don't get any exercise at Campo! That was mucho more rigorous than a Nautilus machine. And that was only raising one end of one car Half-way. We have to do the same operation at least seven more times. HELP!!!

In case you're wondering, October 1 is the target date for getting #1509 back on line in all its splendor, ready for fall excursions.

If you haven't visited the La Mesa Depot lately, you have missed a true ugly-duckling transformation. Steve Wade, and a group of Urban Corps students, has completely repainted the exterior of the depot, and it looks great! Next, they attacked Mojave Northern 0-6-0 #3. After years of neglect, it shines in a new coat of gloss black, with spiffy white trim in all the right spots. Outstanding! Now Steve, who seems to have boundless energy and devotion to our Museum, is repainting SP caboose #1058, starting with "Daylight Orange" ends. I can't say enough about this one man's efforts; he is a real dynamo. Thanks, Steve, for doing a job we all knew was necessary but weren't willing to do ourselves.

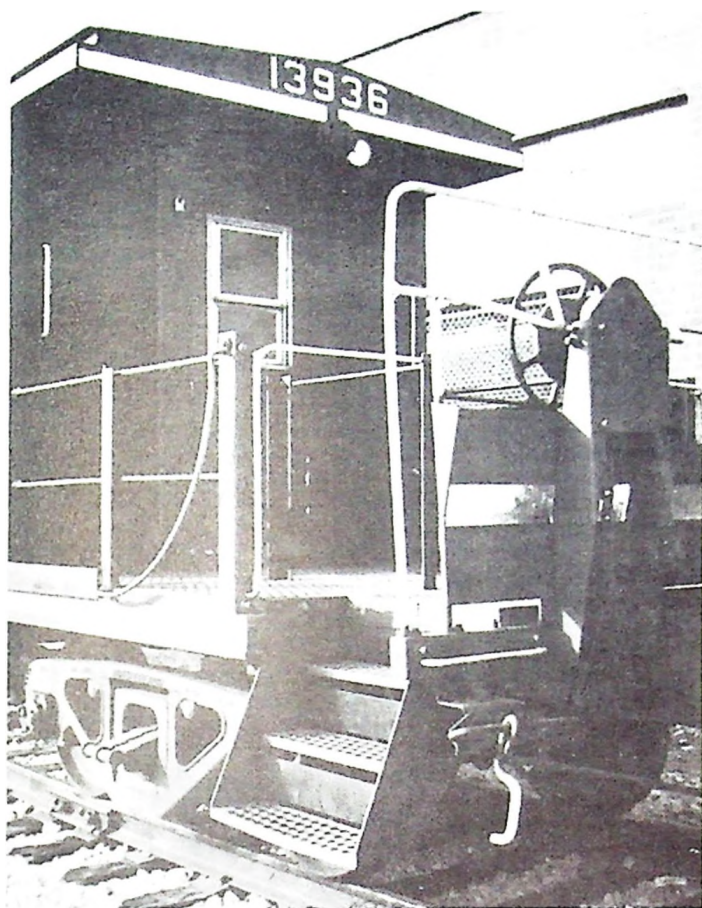
Last but by no means least, the incredible transformation of United States Army MRS-1 #1820 locomotive marches on. At no cost to our Museum's budget, this locomotive is receiving the equivalent of hundreds of thousands of dollars worth of parts and man-hours to bring it to life this fall. Credit Dave Slater as chief honcho. I can't begin to list all the work that has been accomplished; if you want details, ask Dave for copies of his newsletter. So I'll just list an honor roll of wrench-jockeys, Gary Sweetwood and Bill Miller, two real experts in machining and EMD work, Leonard Lovett, Bob Haney, Gary Bartlett, Stan Paulsen, Mike Reneau, Randy Houk, Dick McIntyre, Jim Hamill, Steve Wade and his High School Class, Dick Cupp, Jack O'Lexey, Ted Kornweibel, Matt Rockenback, Steve Lai, Wayne Van Morrick, Jim Callahan, Dale Prescott, and undoubtedly others whom I have missed. Sorry for any omissions. Dave has a time-line for completion, with a roll-out and start up for October 16, 1993. Call him at 222-5442 to get involved.



James Kornweibel selling snacks in the Guard Car, June 26th, 1993 on the Tecate excursion.
photo-t.kornweibel

MOPAC #13936 NOT A TRANSFER CABOOSE

by Bill Schneider



"B" END of MP #13936 clearly shows its steel-grid steps, long platform, roller bearings.
photo-b.schneider

When the PSRMA bought Missouri-Pacific caboose #13936 last March, it was done quickly, before we saw the car or even a photograph of it, and was identified as a transfer caboose. Although this October 1980-built car is a fine addition to Caboose Row and is quite different from all our other hacks, a transfer caboose it isn't! This was discovered only after it arrived here in San Diego and was correctly identified.

MP #13936 is a modern bay-window road caboose! It was in the very last batch of road cabooses (caboose?) purchased by the MoPac, and was built by the International Car Company, a major modern-era caboose builder. And Norm Hill, our #1 MoPac fan, has noted it was used in road service. MP #13936 has "KC 2-84" and "KC 6-84" scratched on one side, and "Corpus Christi" on one end, which may indicate it served there, and was in Grand Island, NE in January 1993. Similar cars were used all over the vast MP/UP system.

Because this type car was built in an era when crews no longer slept in cabooses, they have no bunks, and the bodies were shortened,

although the total car length was not, giving them long end platforms, or "porches". The roof overhang length on this type car varied from railway to railway, from no overhang to the end of the car. On the MoPac, it was an opened-door's width.

"Short-body" road cabooses can be mistaken for transfer ones, as this style is reminiscent of transfer hacks. However, transfer cabooses are generally locally-built "boxes" on flatcars or other freight car frames, with few amenities, and serve mainly in rail yards and interchange areas. In contrast, MP #13936 has all of the usual long-distance road caboose equipment and appliances except bunks. Ironically, Santa Fe caboose #2286, placed on sale to finance the purchase of what was believed to be a transfer caboose, was itself rebuilt in 1970 for use as a transfer caboose, our Museum's only such car. With its deaccession, we'll again need one to tell the story of transfer (or yard) cabooses. Can you help us find one?

Although the Missouri-Pacific merged with the UP & WP in December 1981, MP #13936 was never repainted, as the MP retained its own identity. It is still bright red with silver roof, white lettering, and the MP emblem (a stylized white eagle on blue "buzz-saw" sun) on its sides. It has angular bay window screens sliding upwards and toward the ends, giving the car an unusual appearance. Screens and fittings are aluminum.

Because of MP #13936's longer end platforms, the square fuel oil & kerosene tank is mounted outside the body on its "A" end platform along with a large steel toolbox, which also adds to the car's crew-safety features. The platforms and steps have circular-pattern steel grids.

This final version of road caboose development is an appropriate and excellent acquisition! it's from the southwestern United States; from a railroad not previously in our collection of rolling stock; and a different style from our other cabooses. (It's also from the favorite railroad of Norm Hill, our former Equipment & Restoration Superintendent, and a great caboose restorer, who's now in Fayetteville, Arkansas).

But a transfer caboose it's not! Please don't call it that! MP #13936 is a short-body, bay-window, road caboose. As a responsible Museum and authoritative source of information on our equipment, we need to be accurate and correct! Your input in this regard is also sought!

* * * * *

Some information for this article was obtained from Cabins, Crummies, & Hacks---Vol. 4: The Southwest, by John Henderson (H&M Productions, 1993). The book is also an excellent source of 1960s-1980s caboose color photographs. It even has a photo of SP #1061 lettered as SDAE #1, at Campo in 1982! The Trainwatcher's Guide to North American Railroads, by George H. Drury, (Kalmbach, 1984) was also referred to.

#2353 "MYSTERY PHOTO" IDENTIFIED

by Bill Schneider

The "Mystery Photo" of SP #2353 on the front page of Report #234 has been identified---and the photographer was San Diego's first nationally-known rail buff, R.P. Middlebrook!

Taken in 1913 at Bakersfield, CA, it shows an almost brand-new (1912) SP #2353 marked for train #108, a Fresno-Bakersfield-Tahachapi-Los Angeles San Joaquin Express, also called a Fresno Flyer. And with its Baldwin boiler!

A clearer copy sent by Bob McNeel (for years an SP steam locomotive fireman) shows that its tender was a cylindrical Vanderbilt one. Later photos of SP #2353 show it with a rectangular tender. The Ten-Wheeler received its present Vanderbilt tender in the late 1940s or 1950s.

* * * * *

Phil Middlebrook was a fireman and engineer on the Santa Fe, and a photographer and early-day rail buff and historian, whose photos provide an excellent record of the steam era. He retired in San Diego in January 1960. His railroadiana collection was donated to our Research Library as the R.P. Middlebrook Collection.

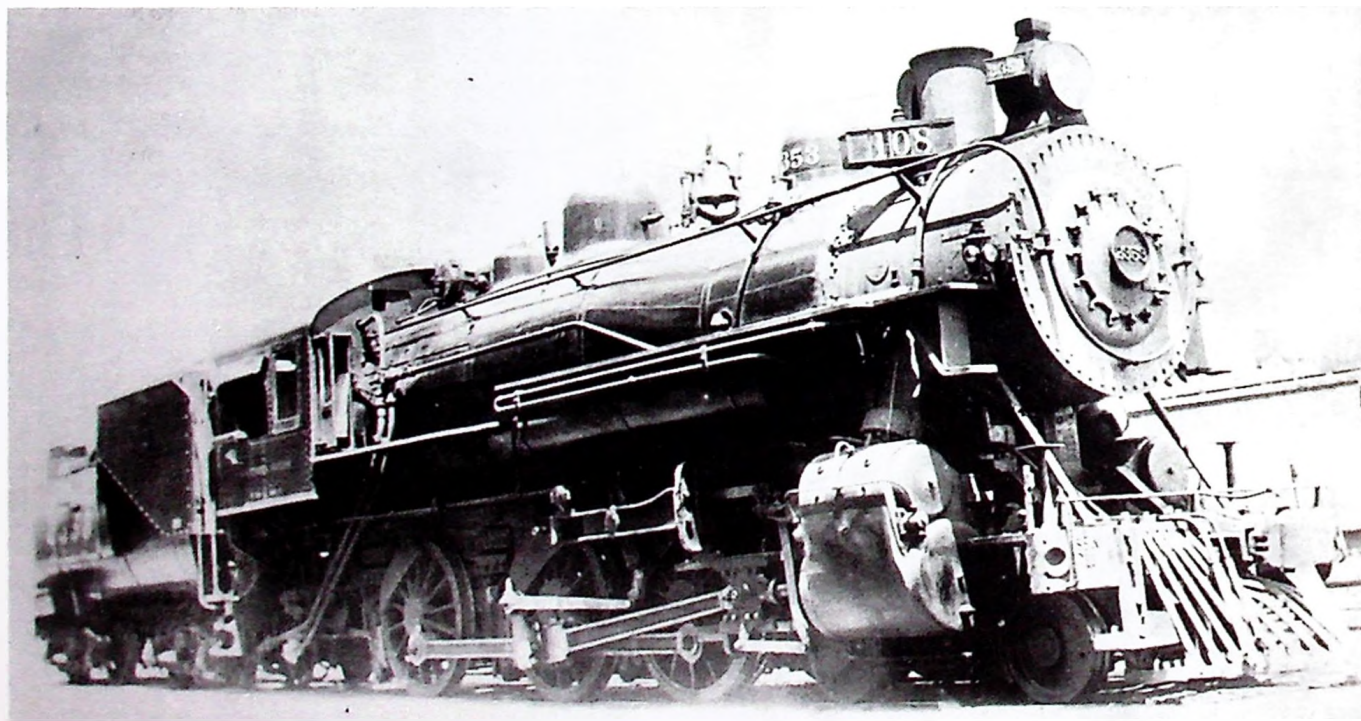
Bob McNeel also sent us a copy of the Santa Fe (Coast Lines) Certificate of Examination for promotion from fireman to engineer for Russell Philip Middlebrook dated October 23, 1929 (sent to Bob by R&LHS member Bill Fletcher), and other photos of SP #2353 and SD&A steam

locomotives, including SDA #104. Bob lives in Santa Barbara and is a docent at the Goleta Depot, where he bought a new copy of the Diebert & Strapac SP Steam Locomotive Compendium, which he donated to our library. Bob also joined the PSRMA and donated \$50 to the #2353 fund. Thanks, Bob!!!



SANTA FE ENGINEER and San Diego railfan R.P. Middlebrook is seen here at the throttle of #2394 on his last day at work in January 1960, before retiring in San Diego.

photo-Jack Stodelle Collection



CLEARER COPY of a 1913 photo of SP #2353 shows it had a cylindrical tender with the engine number on its sides. Note the old-style cab lettering, full pilot, and headlamp atop the

smokebox. Train #108 was a Fresno-Los Angeles San Joaquin Express.

photo-R.P. Middlebrook Bob McNeel Collection

"CALIFORNIA CARS" COMING - LOCOMOTIVES TOO!!!

by Bill Schneider

New bi-level stainless steel "California Cars" are currently under development by Caltrans-Division of Rail and Morrison-Knudsen Corporation for both intercity and commuter train service in California. It's the first new passenger rail car program undertaken by a U.S. supplier in two decades, according to Caltrans' newsletter, Caltrain.

The cars will be 85' long, 10'2" wide, and 16'1" high, with the lower floor 18" above the rails. They'll have 52" wide side doorways and a top speed of 125 mph. The cars are designed for 84 passengers (just like our Museum's 63-year-old ex-Lackawanna coaches!), with lower-level space for four wheelchairs and two bicycles, airplane-like closed overhead luggage bins, two unisex lavatories on the lower level (one wheelchair-accessible), large panoramic windows with curtains, cushioned and contoured "ergonomic" seating (that's what the Caltrans brochure says!), wide aisles, and primarily blue or red interiors.

Other basic design features include face-to-face seating with tables, in-seat audio, and on-board phone service in the intercity version. Future plans include possible in-seat video, computer connections, facsimile machines, office facilities, and also food service, custom class coach, and baggage cars. The body shells are being fabricated by Sorefame Corporation in Portugal, and the cars

assembled and tested at Morrison-Knudsen's plant in Hornell, NY. Initial "California Car" deliveries will be in late 1994.

On January 27, 1993 EMD/GM was awarded a \$20.8 million contract (funded by 1990 Proposition 108 bonds) to supply nine diesel-electric "California Locomotives" to Caltrans for use with the "California Cars" in intercity service beginning in late 1994. A modified version of EMD's F59PH, the 135-ton units will have a futuristic aerodynamic design, an exterior shell of glass-reinforced polymer resin, carbon fiber bodies, 12-cylinder, 3,000 hp 710G3A engines with microprocessor controls, and a top speed of 110 mph.

Expected to be the quietest and least-polluting locomotives in the nation, they'll be built at LaGrange, IL, and assembled in London, Ontario, Canada (Ross Robinson country!). The August issue of Railfan & Railroad says they'll be initially used in the San Francisco Bay area, but we'll probably see them in San Diego on a Public Relations visit and eventually in San Diegan service.

Assuming the Tijuana River bridge is rebuilt in time, what a great sight it will be when our Museum's steamed-up SP #2353 and its consist meet a sleek new "California Train" at the Santa Fe Depot in November 1994! Be There
--- With A Camera



"CALTRAIN": New "California Cars" and "California Locomotives" to be delivered starting in late 1994 will look like this. New but familiar.
Provided by Caltrans-Division of Rail

interpretation continued...

to sign up, or, better yet, attend the downtown Wednesday evening class on September 8, at 7:00 PM in the Museum's Research Library at the Santa Fe Depot. Director of Research Bruce Semelsberger will be giving his noted illustrated presentation on the History of the SD&A. You can sign up for the course and find out about other sessions at that time. Mark it on your calendar.

The other big September event is the Fall Quarterly meeting. Arrangements have been made to hold it at the Cafe Cinema, downtown, thanks to Chop Kerr. The projection facilities there (not to mention the availability of moderately priced food and drinks) will add a great new dimension to this gathering. Dick Pennick and the Steam Department will give a visual report on the status of our restoration of SP Locomotive No. 2353 and there'll be other videos of interest. There is convenient parking and a menu is available in the Museum office if you would like to look it over in terms of dinner possibilities (not required).

If this works out we may use the facility from time to time when we need a place with the Cafe Cinema's unique "show-and-tell" capabilities. The address is 1602 Front Street (corner with West Cedar). A map is in the descriptive ad elsewhere in this issue. The meeting will start at 7:00 PM. Feel free to come early for a bit to eat (and the food may be taken into the theater) to enjoy during the meeting. We hope to see you there.

REPORT		
Official Publication of the SAN DIEGO RAILROAD MUSEUM 1050 Kettner Boulevard, SANTA FE DEPOT San Diego, California 92101 Interim Editor: Harry E. Doering		
ONE YEAR MEMBERSHIPS		
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Fall Quarterly Meeting

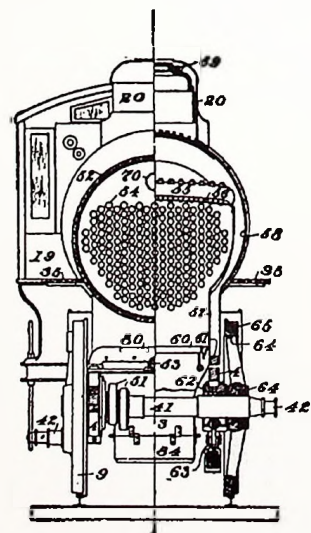
Thursday, September 23, 1993

CAFE CINEMA
1602 Front Street

Come find out the latest on restoration of SP Locomotive No. 2353, new acquisitions and other activities of the Museum. A unique evening with rail videos and the added treat of munchies from a moderately priced menu.

Meeting Begins at 7:00 p.m.,
but come early and visit.

Lots of
Convenient
Parking



STEAM RESTORATION UPDATE

