

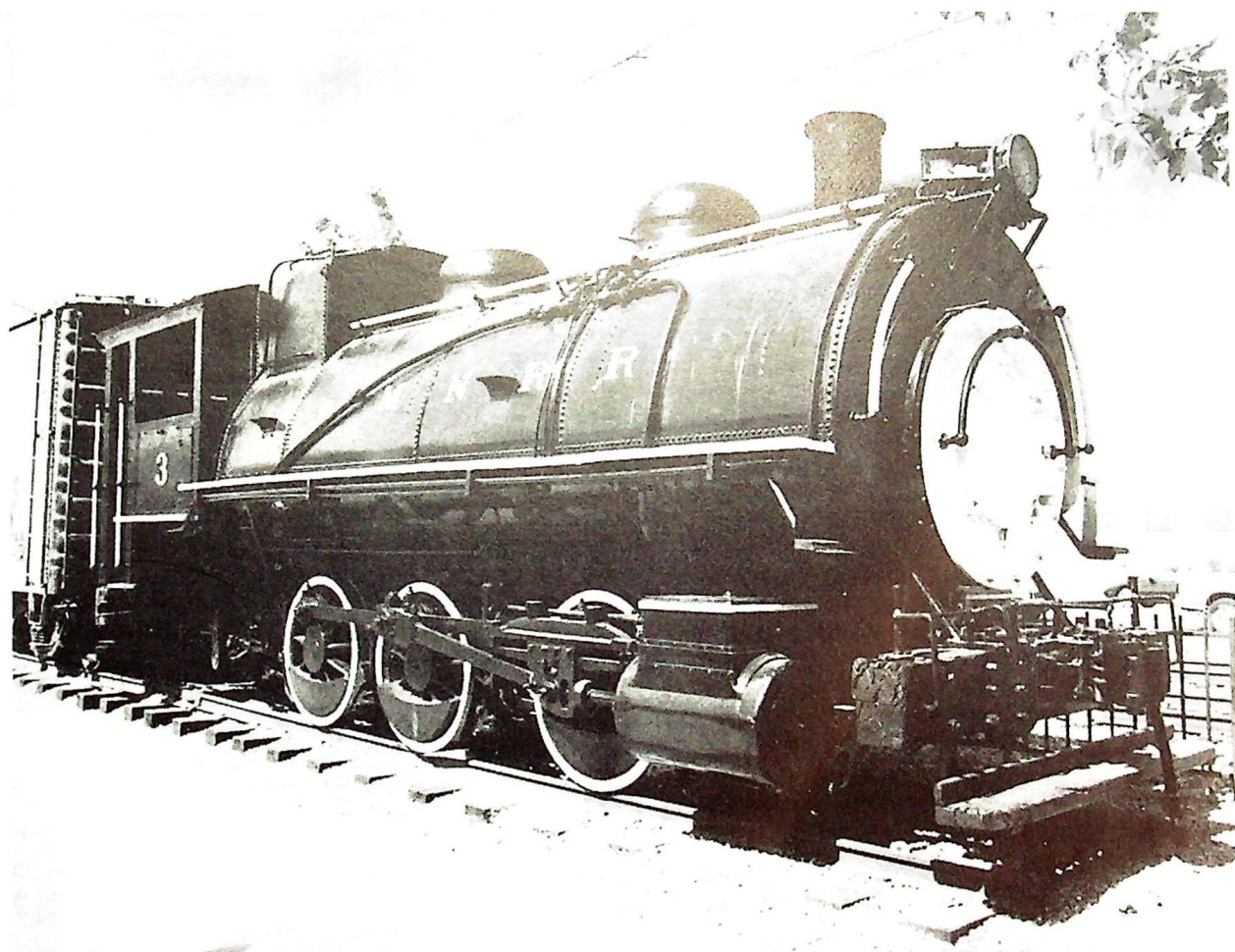


July/Dec 1993

REPORT

Vol. 242

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



MOJAVE NORTHERN #3 gleams in the sun at La Mesa Depot with its tanksides lettering repainted after an absence of 13 years. The 1923 Davenport 0-6-0T was repainted by Steve Wade in August in preparation for the Depot's 100th Anniversary Celebration in 1994.

Photo - B. Schneider



Executive Director's Report by Kay Carter

NEWS FROM TECATE

Two trips were scheduled for the Fall, Oct 23rd and Nov 27th, with three cars of passengers heading into Mexico both times. We will continue to offer these trips (after the rainy season) on the last Saturday of the month and will be adding new features to the already fun time. Even if you've gone before, you will want to call your friends and organize another adventure because Tecate Brewery will now be providing tours! They can handle 30-40 people each time by reservation only. A space will be provided on the reservation form for the first 40 people who sign up. I was delighted to go on the first tour. Believe me, it's well worth the trip (including the samples straight from the conveyor belt that were the best I have tasted)! We are also talking with the Tourism Bureau about other tours including Rancho La Porta and the tile factory. We'll keep you posted in the next Report about our newest activities south of the border.

UNFORTUNATELY

both the Puerto Penasco and Copper Canyon trips scheduled for the Fall were cancelled because we were unable to book enough passengers to breakeven. We apologize to those members who were looking forward to the excursion. SDRM would like to sponsor these trips in the Spring. We need 300 people for Puerto Penasco (April 9th and 18 for Copper Canyon (April 15th). If you are interested, please begin getting your groups together now. We hate to cancel and disappoint anyone. Call the office with any questions you might have.

LEGACY RANCH LOWDOWN

Known to most members as Spencer's Ranch, the new owners have BIG plans for the property located at the terminus of the Miller Creek run and incorporating Clover Flats. Over the next few years, owners and investors wish to establish a working ranch open to the public offering trail rides, cattle drives and demonstrations of the real legacy of the cowboy. A western town is envisioned near the SD&A tracks with trains stopping to allow passengers to visit the ranch and enjoy the food and festivities. "City Slickers" comes to East County complete with cowboys, livestock, and saddle sores! We have planned the first event "What Cowboys Do For Christmas" for December 19th as a champagne brunch and tour of the breathtaking main house. Other events will follow including "A Day At The Ranch" in April. Our guests will arrive by train, of course, and be ready to enjoy a barbecue in the barn with good food, entertainment and tours of the 840 secluded acres. Y'all plan to come now, so get out your cowboy boots, jeans and 10 gallon hats for a down-home, knee-slapping, foot-stompin' good time!!

TRAIN CONVENTION

This year's conference was held in Chicago, November 1-7 and afforded an opportunity to visit other Museums, specifically Mid-Continent at North Freedom, Wisconsin, Monticello and the Illinois Railway Museum. All three operations ran steam locomotives and Mid-Continent featured Lacawanna cars from 1915. I felt right at home! Located in the true hub of railroading, I never imagined such tremendous collections of unique artifacts. IRM had 9 car barns 4 tracks wide loaded with equipment. They didn't run individual pieces of equipment, they ran matched train sets! I returned with new ideas, lots of pictures and enormous pride in our own train operations. I would match our crews for safety and professional attitudes anytime. SDRM would like to host a TRAIN Convention in 1997 or 1998 and will put together a proposal for consideration by March, 1994. Lots of work, but an excellent opportunity to turn the spotlight on the SDRM with our peers.

Executive Director's Report (cont.)

HOLIDAY HINTS FROM KBC



and holly and you have a gift that will last for an entire year.

What to get the friend who has everything? Put together a gift basket that includes a Museum membership, T-shirt, train tickets, snacks and goodies from the Gift Shop. If it's a GOOD friend, you might even include the offer of a picnic lunch to be provided on the day of their trip as well. Tie it all together with ribbons

If you purchase a gift membership in December and January, we'll even add 2 additional free tickets to put with your gift. Just let us know at the office 595-3030 to include extra passes.

THANK YOU DEPARTMENT

Individual superintendents provide special thanks for department effort. I would like to offer additional recognition to:

- A tremendous thank you to everyone who worked so hard to make Member's Day a huge success, especially **Mike Reneau, Denby Jones and Ted Kornweibel**. Everyone's labor really showed!

- **Senator James R. Mills** for his continued support of the Museum and the latest donation of funds to assist #2353.

- **Jim Friedlan and Steve Alcove** for the beautiful job they did serving (and entertaining) guest on the #576.

- **Marna Hartjen** for volunteering to produce the Report when we really needed someone and **Harry Doering** for his continued assistance with this project.

- **John Starkey** for an outstanding year as Board President donating countless hours in meetings on our behalf.

- **Corrine Gallagher** for handling the Tecate trips like a PRO.

- **Daniel Botello** and the staff of SD&IV for the loan of the track jacks.

- **Doug Hoveland**, Superintendent of the Cyrus K. Holiday, for his offer of help with jacks and expertise on passenger cars.

As the year end approaches, we become reflective of past accomplishments and future goals. Certainly, we could not have gotten this far without our friends - **you, the membership, MTDB, SD&IV, CCDC, Board Members, the employees of Fraser Boiler, the staff** and countless others who have supported the Museum with the gift of time, money, or in-kind donations.

On behalf of the Board of Trustees and myself, we extend our very best wishes for a Happy 1994 filled with peace and prosperity. Throughout the year, **YOU HAVE MADE A DIFFERENCE** to this organization and we are grateful for your support. Please continue to be a participant in the San Diego Railroad Museum as we approach the anniversary celebration year. Have a Joyous Holiday season and a wonderful New Year with the SDRM!

Kay Carter



SDRM POSTERS

The new train cards have been enlarged to poster size and are available at the office. Pick up a few and distribute at visible locations around your neighborhood where they could be displayed. This is one way to advertise our train rides in grocery stores, barber shops, offices, employee lounges, restaurants. Be creative and give ridership a boost.

New Board Elected

The 1994 Board of Trustees was ratified at the November 23rd Boarding Meeting. Results of the election and new appointments are as follows:

- **Dan Marnell, William Neidrich and Bruce Semelsberger** were elected for three year terms.

- **Dale Busch (returning), Ben Clay, Rita Cloud, Terry Durkin (returning), Lyle Judd, Glenn Reiter, John Starkey and Larry Williams (returning)** have agreed to fill appointed positions on the Board.

Congratulations everyone !!

From The Director of Campo Museum Operations

By Denby Jones

In my last article, I mentioned that there was about a thousand track feet of rail and ties available at Simi Valley. Well, all that track is in 30 foot panels and resting near the Car Barn at Campo. Thanks to all who participated. A very special thanks to **Ken Garges** of Simi Valley, who coordinated the task. This will just about conclude main line tie replacement for this year. We would like the new ties to settle in before the rains come.

Locomotive 2104 has a new brass on her front axle and has been our mainstay for several months now. All of her teething problems seem to have been resolved. She is turning out to be quite a workhorse.

Locomotive 1820 developed a few minor problems on its way to being operable. But under the direction of **Dave Slater**, they have been resolved. Although it was not able to roll out in October, she is coming back on track and should be another mainstay for the Museum.

Things have turned around on **Locomotive 2353**. Instead of taking parts off, they have begun to put them back on. All the driver springs have been renewed. There has been hours and hours replacing pins and bushings on the brake rigging, spring hangers, pilot truck, etc. The boiler has the majority of the tubes and flues installed, with just enough out to be able to install the dry pipe.

Santa Fe 1509, our cafe observation car was slated to be completed by October. When they removed the windows, they were not able to salvage much of the frames. That meant they all had to be rebuilt. Meanwhile, the truck on the heavy end has been removed for maintenance. When she is done, she should be good for many years.

The machine shop in the Car Barn not only looks great, but it is fully functional. How we ever got along without it, is beyond me. We now have operational lathes, mills, a shaper, welders, presses, and drill presses. Almost everything we need to perform the maintenance on these machines. A lot of the machine shop is the direct result of the hours and hours our Superintendent of Facilities, **Steve Wade** has donated.

We are still having problems with the East lead. It has been almost a year, and we still have standing water and soft spots, and this years rain has started. **Thomas Lee**

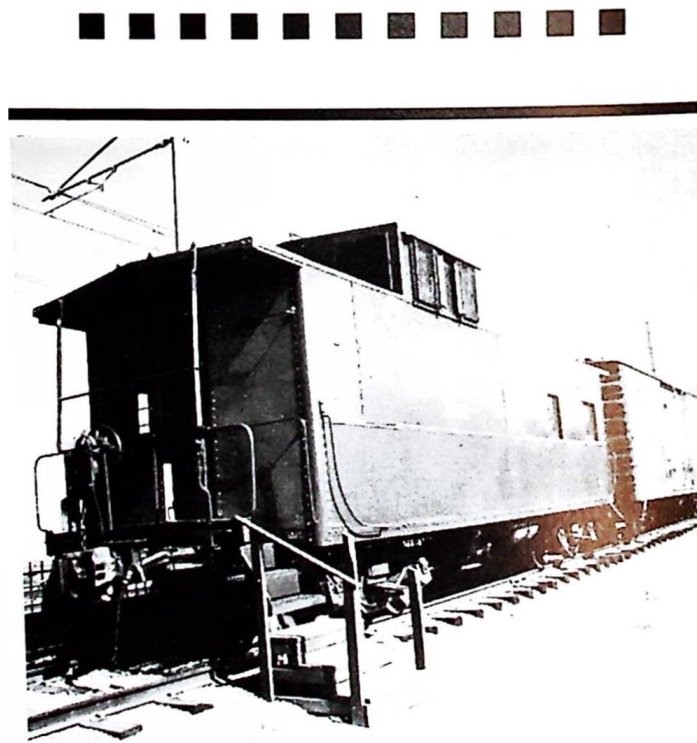
Bragington, our security man at Campo is also very good with a loader. He has managed to regrade the area so the water will run off away from the tracks. Hopefully this will help.

This October, we had our first Members Day. This was an opportunity to bring people up and see what we are doing. They were able to take a train ride, and become acquainted with the different activities the various departments of the Museum are involved in. There was entertainment and a catered dinner. The only thing that was not well received was the rain. However, we were able to move into the Car Barn, and a good time was had by all.

It really feels good to see the abundance of people that are coming out to volunteer their time. There is constant activity from Thursday through Sunday. We are not only doing the restoration work, such as the work going on with 2353, but we have the capabilities to do heavy repairs such as jacking the heavyweights, removing the trucks, changing wheels, etc.

Well, I guess that's all for now. For those of you that are out of town, try to schedule a trip to see your museum in action at Campo. For those of you that are here . . .

See you at Campo !!!



Southern Pacific #1058 shows off its daylight orange ends and freight car (boxcar) red sides at the La Mesa Depot after its August repainting. It was built in 1941, and is lettered in 1970's block style.

Photo B. Schneider

Facilities Update

By Steve Wade, Supt. of Facilities

It's official, Winter is here. I've even had to lower my standards and wear pants! But even in the biting cold, one still can see our faithful members hard at work.

Mt. Empire High School

I'm proud to announce the beginning of our third semester of the Mt. Empire High School Intern program. We have five new students and we started right away by lending a hand to the Restoration Dept. **Ted Kornweibel** put us all to work helping his crew with floor repairs and window sill replacement. Ted is a real slave driver but all five students returned the next weekend (I think Ted has gone soft in his old age).

Tool Room Roof Fund

About a year ago, we had a roofer come out to Campo and seal the Tool Room roof. Well, with the nasty rains we experienced, the roof has started to leak, again. It looks like we'll have to re-slope the roof. OUCH!! This is going to cost between two and three thousand dollars. I've started a Tool Room Roof Fund. So far, **Stan Paulsen, Dick Cupp, Duane Leal, Denby Jones and Ted Kornweibel** have pitched in a total of sixty dollars. If you would like to contribute, please see me at Campo or contact Bobby at the downtown office. The office number is 595-3030. With your help, we can finally finish the last remaining 'old' portion of roof in the Car Barn.

Weed Control

I'd like to thank the Sheriff's Department for their excellent work over the summer months. The prisoners came out and worked and worked and worked, weeding in our museum yard. **Alan Dillane, Mike Morrin and Matt Rockenback** have taken the speeder area and transformed it. Cleaning the weeds out and setting up an outdoor workshop for Motor Car renovations. Looks fantastic guys!!

Special Thanks Department

I want to thank everyone for helping clean up before Member's Day. What a **BIG** difference a little clean up can make. We've all done so much through out the years and we can all be very proud of our accomplishments. So next time your out to Campo and you should see **Stan, Alan, Ray, Dick(x10), Mike(x4), Tony, Matt, Rich, Denby, Bruce, Ted, Frank, John, Olin, George, Nancy, Thomas, Linda, Dan, Karla, Mary Ann, Jim, Dave or Wayne** - Please let them

know how much you appreciate their efforts. As for me, I'll be watching and working right along side them (with or without pants on!!).



Railroad Quiz

By Bill Schneider

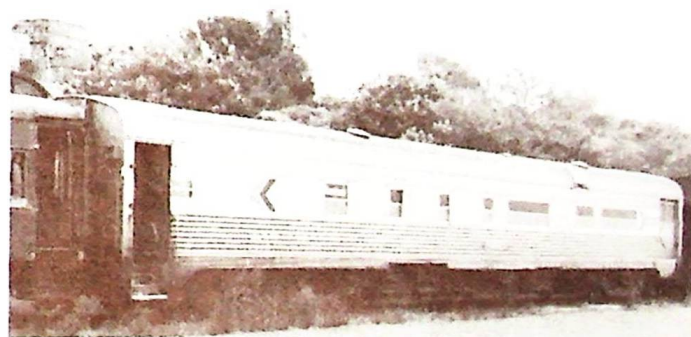
Q What car at our Campo Museum was once equipped with a barber shop?

A TWO cars at our Campo Museum were originally equipped with barber shops:

1) ATSF #1304 "**Chief Manakaja**" was built in 1927 as a Baggage/Dormitory/Buffer/Lounge/Library car for Santa Fe's "**Chief**".

2) Amtrak #1500 was built in 1937 as ATSF #1380 "**San Miguel**", a Baggage/Dormitory/Buffer/Lounge car that literally replaced #1304 on the "**Chief**" in 1938. It's the subject of this issue's equipment feature.

Another museum-owned car, #1531 "**Mexicali Rose**" (kept in Mexicali), was also equipped with a barber shop in its original configuration as UP #1527 in 1923 or 1924.



Amtrak #1500 at the Grossmont Industrial Sidings in La Mesa in July 1985. At left is ATSF #1304 "**Chief Manakaja**", which it replace on the "**Chief**" in 1938. Both had barber shops!

Photo B. Schneider

Baggage/Dormitory "San Miguel" Has Glamorous And Historic Past

By Dennis J. Kogan

When museum visitors walk from Campo Depot to the Restoration and Exhibits area, the first passenger car they pass on museum property is Amtrak # 1500, a fluted-side Baggage/Dormitory car.

This streamlined lightweight passenger car is one of the earliest examples of this type of construction. Built by the Budd Company in Philadelphia, PA in October 1937, it was indeed born at the dawn of the streamline era. It was a time when the nation was beginning to emerge from "The Great Depression", and America's railroads were out to recapture the imagination of the traveling public. the streamlined exterior and Art Deco interior made the car a fitting component of the new "modern Age".

There was a practical side to its lightweight construction, too. Built entirely of stainless steel through Budd's then-revolutionary and patented "shot-weld" process, the car weighed in at a mere 49 tons. This compared very favorably with the 90 to 100 ton weights of the so-called "standard" cars of the time; or what we call "heavyweight" cars today, such as Santa Fe #1509 elsewhere in this museum. This light weight of the streamlined cars permitted much faster train speeds along with much greater fuel economy.

The dimensions of this car are as follows: Overall length coupled (between coupler faces) - 79'10". Carbody length - 77'0". Carbody height from rail head - 13'6". Carbody width outside - 10'0"; and inside - 9'3".

Amtrak #1500 began life as Santa Fe #1380. It also carried the name "San Miguel" on its flanks. It was part of an order of six identical cars originally purchased to convert Santa Fe's "Chief" to an all-streamlined, lightweight train. It took six complete train sets to maintain the daily Chicago to Los Angeles service that the "Chief" fulfilled at that time --- five sets on the road at any given time, and one set in reserve. The other cars in this series were numbered 1381 to 1385, and carried the names "San Marcial", "San Fernando", "San Simon", "San Ignacio", and "San Pascal" respectively.

All of these cars were originally built as Baggage/Dormitory/Buffer/Lounge Cars. By day, passengers occupied the Buffer/Lounge area; but by night, this area was converted to crew dormitory space for accommodation of the dining crew. Other daytime passenger amenities included a barber shop and a shower. These cars were always positioned at the head end of the train between the baggage and mail cars

and the passenger-carrying cars. See the accompanying floor plan and photograph for the original configuration and exterior appearance of this car.

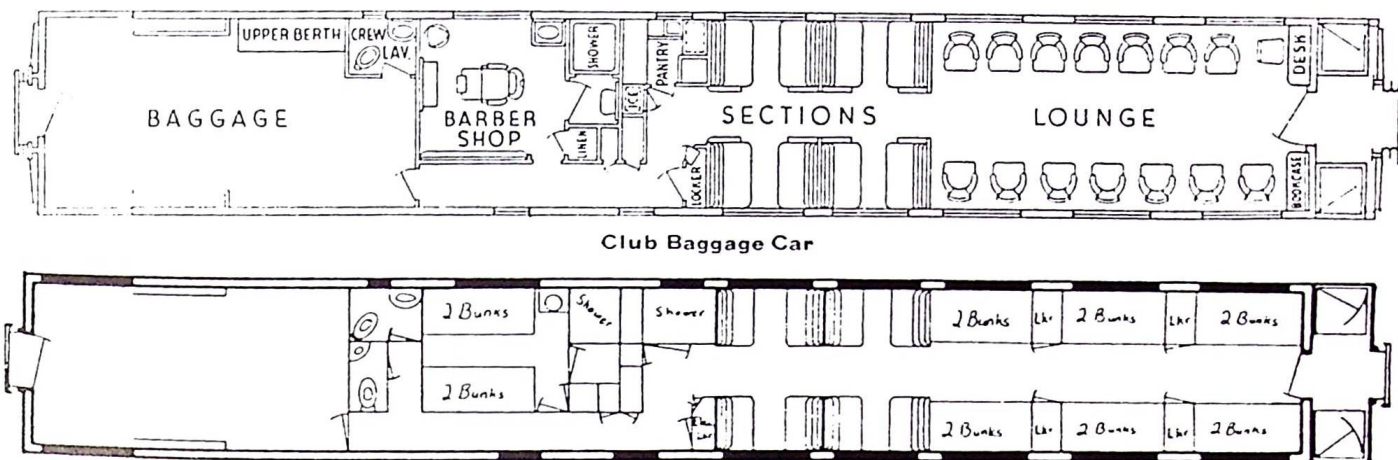
Santa Fe inaugurated the all-streamlined "Chief" on January 31, 1938, and "San Miguel" and her sisters were off and running. In the case of "San Miguel", this career would span a remarkable 44 years --- a vivid testament to the durability of Budd's construction techniques, and to the quality of American Industry of the era. The generals and admirals of World War II would be seen through her windows, and the stars and starlets of Hollywood's "Golden Era" would grace her interior.

The apogee of "San Miguel's" career occurred during the three-year period between February 29, 1948 and January 28, 1951. It was during this time that "San Miguel" was assigned to its owner's flagship streamliner, the "Super Chief". This center-stage assignment on what many consider to be the greatest passenger train of all time ended only when the Santa Fe finally equipped its showcase streamliner with the more glamorous "Pleasure Dome" Lounge Cars (one of which is also now owned by the "San Miguel's" present owner).

The #1380 was then returned to its only-slightly-less-celestial assignment on the "Chief", where it soldiered on into the late 1960's. The only big change during this period came in 1956, when the car was converted to a straight Baggage/Dormitory Car after the "Chief" was assigned its own "Big Dome" Lounge Cars.

By the late 1960's, train travel in the United States had diminished dramatically. It seemed then by then everyone was either flying or driving. Even the pro-passenger Santa Fe could not stem the tide of public exodus from its trains; and on May 13 1968, the famous "Chief", a name synonymous with first-class train travel since 1926, was discontinued. For the first time in its career, #1380 was out of work. Then in October of that year, a reprieve came in the form of assignment to one of the few remaining trains on the Santa Fe System: the "San Francisco Chief". "San Miguel's" final years on the Santa Fe were played out in this service.

On May 1, 1971, Amtrak assumed operation of most of what was left of railroad passenger service in the United States, including that of the Santa Fe. With this went the #1380. The car now had a new owner, and another 10 years of service ahead of it! After a brief initial assignment to Amtrak's "Texas Chief" in 1971 running between Chicago and Houston, the #1380 spent the balance of those 10 years of service assigned to Amtrak's "Coast Starlight", running between Los Angeles and Seattle. The car wasn't actually renumbered to Amtrak #1500 until May of 1973. As Amtrak #1500, this then-dowager among passenger cars was finally, and almost mercifully, retired in mid-1981 --- replaced by the new "Superliner" cars you see operating on Amtrak's trains today. How long will THEY last?

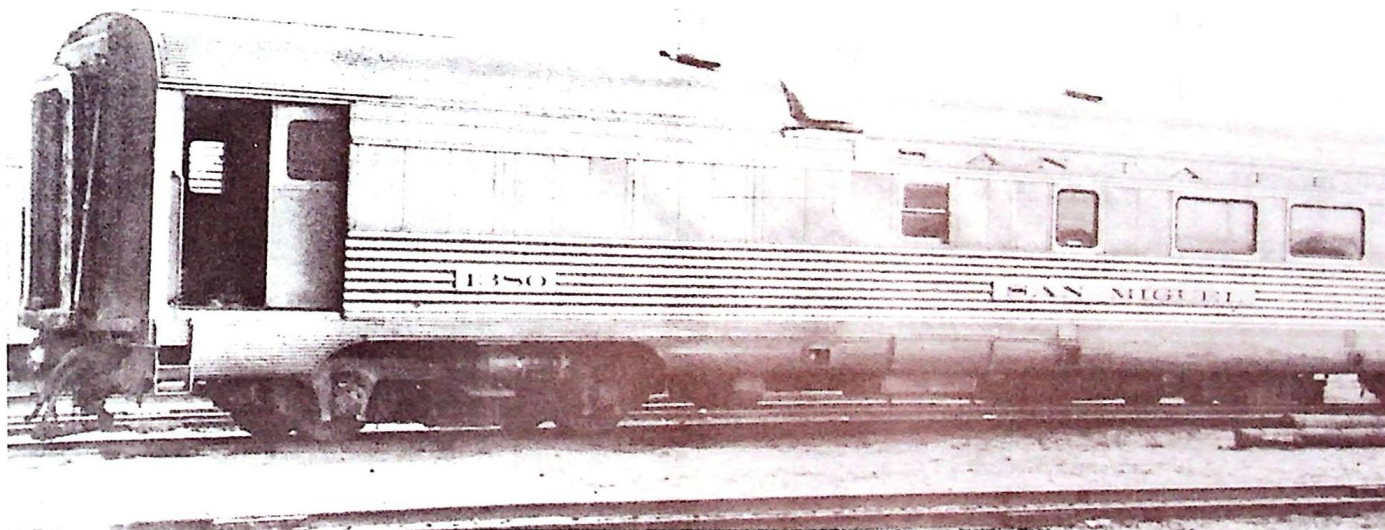


The top floor plan shows ATSF 1380 #San Miguel" as a Baggage/Dormitory/Buffer/Lounge Car with barber shop, also called a Club Baggage Car. The lower floor plan shows it as a Baggage/Dormitory Car, its post-1956, Amtrak #1500 and present configuration

.....

In 1982, Amtrak #1500 was purchased by Kyle Railways, then the freight operator of the MTDB-owned SD&AE Railway. Brought to San Diego for Maintenance-of-Way service, it was kept unused in the SD&AE's downtown San Diego yard, with sheet-metal covers over its doors and windows. Kyle ended its SD&AE operations in 1983, and in February 1984, the car was sold to Dr. Dan Marnell and moved to the Grossmont Industrial siding in La Mesa (later removed when the line was rebuilt for the San Diego Trolley). After three years at Grossmont, it was taken to San Ysidro by the SD&IV and brought to Campo on the Museum's "Great Freight II 1/2" in March 1987.

Still owned by Dr. Marnell, this lightweight veteran stands in marked contrast to the heavyweight ex-Santa Fe "Chief Manakaja" nearby, which it replace on the "Chief" 56 years ago!



ATSF #1380 "San Miguel" in the Santa Fe's Los Angeles yards in the late 1950's. In this view, it still has its original "skirts", later removed to provide better access to underbody equipment.

Photo Robert Loewing, Dennis Kogan Collection

Steam Whistlin'

By Larry J. Williams

As I write this article for the Report, it is already mid-November 1993, and I realize that there is one year * 12 months * until the much discussed 75th Anniversary Celebration of the S D & A Railway at which we hope to have locomotive SP #2353 steamed up and operating. We have accomplished many of the tasks and have others now working. If you have visited the Campo work area lately, you know there is a lot yet to do. You will also be aware that every weekend (especially on Saturdays) the work goes on -- and it happens on two or three weekdays at Fraser's Boiler Works by several of our best people also.

The newest group of Steam Team volunteers that started the Basic Steam Locomotive Class in June have matured into a talented and dedicated addition to our veterans. If #2353 is running under steam next year, it will happen thanks to all of these fine folks.

Current Tasks

TENDER: Work on the tender is nearing completion. The team has opened and cleaned the oil tank with only some last minute work to be done on valves and delivery pipes. The water tank has been needle gunned clear of rust. Holes in the tank welded. Splash baffles repaired and tied into place with over 120 new 5/8 inch bolts. The interior was coated with a preservative to prevent rust. The metal side walkways were taken down and new steel rails applied and the sand storage box given a new bottom. Meanwhile, the outside paint was evaluated and found in need of a fresh coat. After this is done, the new wood decking will be applied to the top and the tender will be ready for service. Good job Mark, Wayne, Karla, Slim, Dick, Chris, Duane and Stan.

BOILER: The boiler has been at Fraser's in San Diego since July, 1992. It is nearing completion. The smoke box course and front flue sheet were removed and a new flue was made and installed (that sounds so easy and yet involved much work).

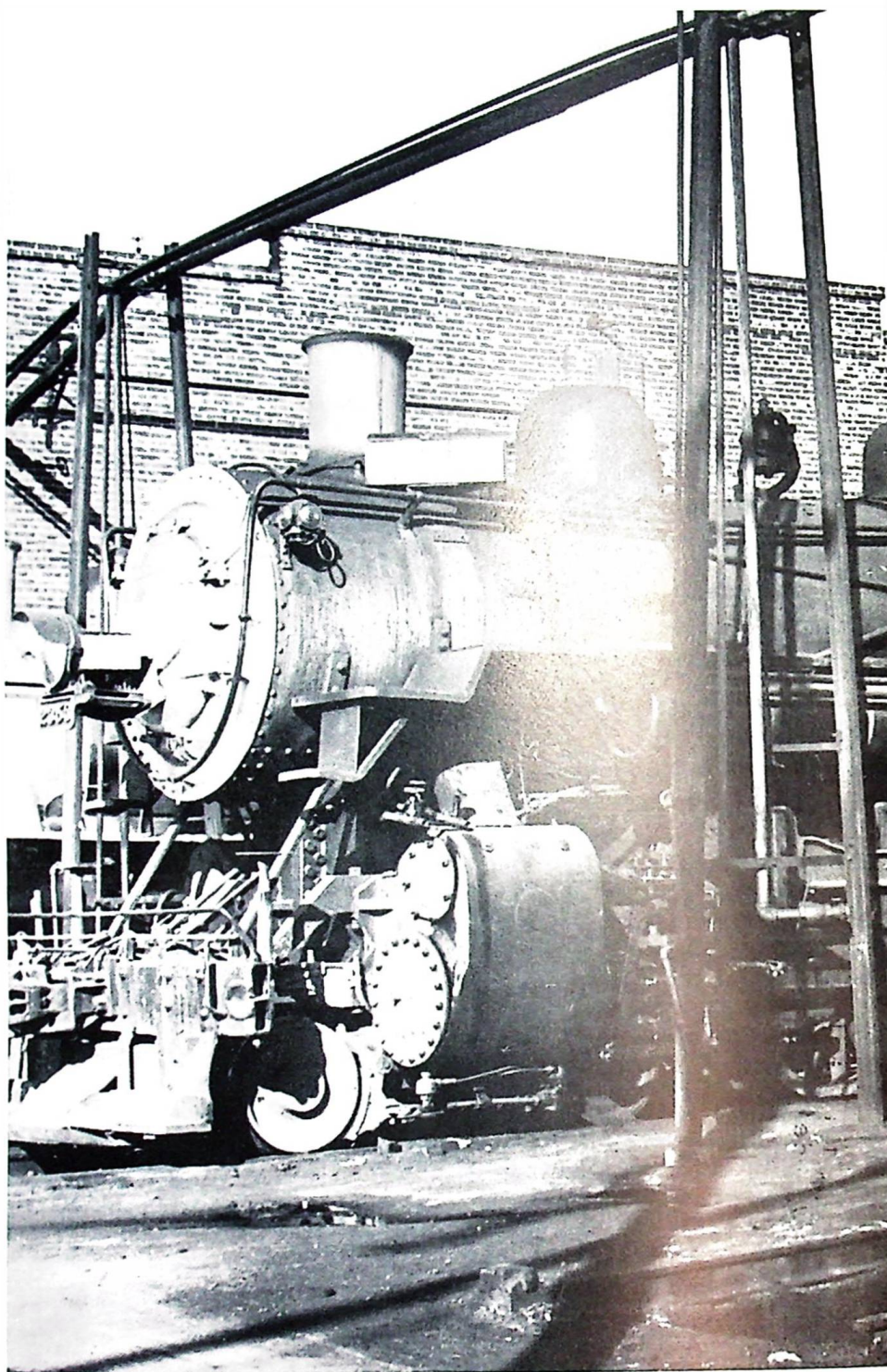
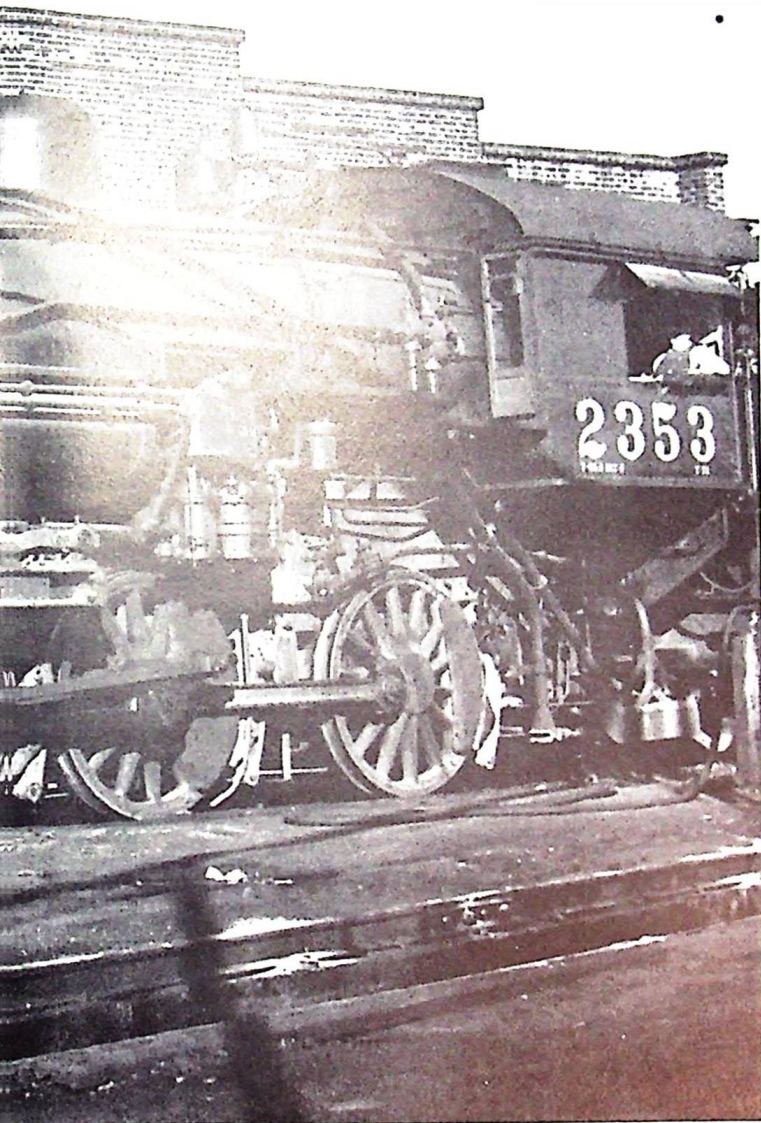


Photo - R. O. Hale Print - M. D. McCarter - SP #2353 San Jose, CA engine terminal in the 1950's



The sheets inside the firebox were evaluated by ultrasound and repaired as needed. All the washout plugs at the mud-ring were replaced. The staybolts were scrapped free of calcium build-up and the crown sheet was blasted clean. The ash pan sheets and exterior appliance mounting studs were repaired or replaced.

Meanwhile, the 208 new 2 inch tubes and the 28 five inch tubes were cut, cleaned, rolled in, and welded. The joints of the throttle, dry pipe, superheater head were lapped and blued and installed. At this time, the final tasks are under way in preparation for sealing all openings and doing the hydro-pressure test. I do not expect to move the boiler to Campo until the frame and wheels are ready for it. Many big thanks to Dick, Dick, Cliff, Fred, Tony, Mike, Tom and Bob.

CREW CAB: The side and top sheets of the cab have been cleaned, straightened, primed, and are ready for paint. Plans have been made for new wood on the interior, new windows, slides, awnings and floor boards. The metal seat boxes are finished. The seat bottoms and backs are getting new padding and covers. The top vent is ready for installation. The cab will not go onto the frame until all boiler jacket work is done. Appreciation to Diane, Denby, James, Don, Dave, Bill, Bob, Richard, Jon, Ashley, Guy and Shannon.

FRAME AND WHEELS: The entire frame has been cleaned, fixed and painted. There are some welding repairs yet to make and the springs will be installed and brake cylinders hung. Nice job to Jim, Dave, Kathy, Fred, Mike and Ray.

PILOT TRUCK: The four wheel front pilot truck has been a long and frustrating repair with new problems at every turn. New pedestals to hold the axle boxes to the frame had to be cut from a block of four inch steel, machined true, drilled and installed. New crown brass babbitt poured and machined to axle diameter. New mounting bolts machined, spring bundles cut open and repaired. New bushings made and pressed in four mounting springs and the rocker platform. The axle boxes built up and machined. Loads of good work by Scott, Bill, Jack and Jerry.

VALVES: On a locomotive of this type there are valves of all types and sizes for water, air, steam, oil, brakes, and so on. Ken is busy making them ready.

ELECTRICAL SYSTEM: The turbo-generator is ready. The lights have been fixed and polished. All switches and conduit is clean and ready to install. Number boards are repaired and ready. Thanks Phil, you are doing great.

SPRINGS: All ten of the bundles of springs have been cut open, blasted clean, painted, and new leaves were made as needed by Betts Spring Co. We assembled and welded the bands on at Campo. They are ready to install in the frame. Good going Fred, Chet, Jim and Dick.

DRIVER AXLE BOXES: Montclair Bronze Co. cast and installed new crown brasses in the #3 axle boxes. They also cast new lateral wear plates for all six of the wheels boxes that we are installing. These must be sitting on the axles before we can lower the frame onto the wheels. Thanks to Bob, Buck, Mike and Don at Frazer's.

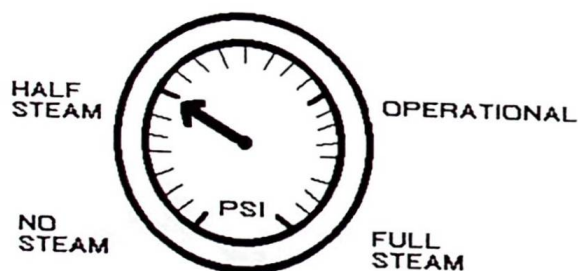
BRAKE SYSTEM: The driver brake cylinder head brass seals were made. New seals replaced, pistons and rods polished, pins and bushings fixed. Two new sets of brake shoes are at Camp, automatic brake valve fixed, and all parts ready to install. A special recognition for Gordon, G.N., Jack, Floyd and Robin.

Next to be Accomplished

Complete and install axle boxes, complete assembly of pilot truck, install springs in frame, lower frame on wheels, install shoes, wedges, and binders, tram axles square to frame, install brake rigging. Install boiler on frame. Install electric system, install air lines, install steam pipes, install cab on locomotive, install windows, seats and woodwork.

SP #2353 Fund Pressure Valve

Progress To Date



LET'S GET
THE STEAM ROLLING !!

Our Steam Team Essential Needs Are:

- ◆ Move boiler to Campo - \$3000
- ◆ Insulating Laggings - \$2000
- ◆ Boiler Metal Jacket - \$3000
- ◆ Pistons and main rods - \$5000
- ◆ Valves - \$1500
- ◆ Side rods, bushings and pins - \$4000
- ◆ Power reversers, valve gear, firebrick - \$1200
- ◆ Fuel burner system and superheater units - \$3500
- ◆ Cross-compound air compressor - \$10,000
- ◆ Water processing system - \$2000
- ◆ First load of fuel - \$2200

Can the locomotive SP #2353 be ready to pull a train within one year? It is possible! Will she be ready November 1994? Unknown at this time !!!

Restoration on SD&A/ SD&AE Railway Steamer #104

By Dick Pennick, Project Manager

Former San Diego & Arizona/San Diego & Arizona Eastern Railway 2-8-0 steam locomotive #104 is gradually displaying a fresh face lately as cosmetic restoration continues on this historic 1904 Baldwin Locomotive Works product.

The 22nd District Agricultural Association donated the steamer to the Museum in 1982. The old engine began life on the sprawling Southern Pacific Railroad System as #2720. It was leased to the new SD & A Railway in 1921 and spent more than 25 years on the local line pulling both freight and passenger trains between San Diego and El Centro.

When it was finally retired in 1954 to make room for the new diesel-electrics, it was still in operating condition. It even arrived at the fairgrounds with fuel oil still in the tender bunker and sand in the sand dome atop the boiler. However, during the next 26 years of static display within a mile of the ocean, the salt-laden air and lack of upkeep exacted its pound of flesh on the engine's 100 tons of exposed iron and steel.

Thanks to the efforts of a few dedicated Museum volunteers, those years of neglect are gradually being reversed. Although some preliminary work has been done on the locomotive over the past two years, the current restoration emphasis is on the attached tender, and about half of it has been scraped and primed.

If you would like to help, call Project Manager Dick Pennick at 463-2276 in the evening.

Hope to see you one of these weekends!!

ROCKIES RAIL EXCURSION



A special SDRM
Excursion scheduled for the first week of June, 1994, is in the planning stage. This SIX day extravaganza will include three famous Colorado railroads as well as other magnificent points of interest.

Reservations will be limited. More information will be available in the near future. This will be a fund raiser for the Museum. For additional information, call George Boggs (619) 789-4210.

Restoration News

By Ted Kornweibel, Supt of Restoration

AT&SF 1509, our much-traveled heavyweight cafe-observation car, is progressing methodically through a thorough interior restoration. Several non-members have donated generous amounts of time and labor to this project, particularly **Jan Bast, A.S.I.D., of Design & Space**, and **John Sweeney, of Cuyamaca Cabinets**. Museum Executive Director **Kay Carter** has been a big help working with **Jan** to select new carpet and fabric. Many museum hands painstakingly removed the old fabric from the easy chairs and settees and sanded down the exposed wood. All have been refinished and await reupholstery. Other volunteers spent several weekends on their knees scraping the remnants of old carpet off the floor and repairing damaged parts of the sub-floor.

Thirty four beautiful new windows were manufactured by **John Sweeney** out of Honduras mahogany and are currently being glazed prior to being painted and reinstalled. Several of the old windows were missing hardware and, when a search for the original manufacturer proved fruitless, metal magician **Dick McIntyre** fabricated new pieces, while also reconditioning the old sash-weights. Currently the interior is being sanded for selective repainting. When that is finished, and the new windows are installed, new carpet will be laid and the newly upholstered furniture replaced. Brass fittings are being polished too. This has been a big job, but the project is nearing completion, and **1509** will look as fine as when it left the Santa Fe's shops following its major rebuild in the late 1940's. This is the era which our current restoration duplicates.

Of course, we gratefully recognize the grant from Senator James R. Mills that has made the restoration of this wonderful artifact possible. Jim's support of the SDRM has been invaluable. Once the **1509** is ready for service, we will have an excellent income generator for passengers wishing to host parties, buy first class tickets and enjoy our special excursions in the cafe car.

The list of **1509's** volunteers does not begin to tell you the hundreds of hours that have been invested in this project, and only they know how much sweat and sacrifice is needed to bring a car such as this back to its intended beauty: **Frank Stites, Olin Dirks, John Harrison, Ken Faller, Jim Hamill, Bob Haney, Dick McIntyre**, SDRM board member **Frank Lynch** and his wife **Nancy**, **Steve Wade, Duane Leal, Ted Kornweibel** and his son **James**. Also giving a much needed hand have been five students from Mt. Empire High School: **David** (I didn't get his last name), **David Duran, Sharice Jackson, Jennifer Callahan, and Neacy Pangle**. Additional help stripping old upholstery from the chairs were

Phillip Heil, Mike Retz, Robert Eikel, and several members of the steam team whose names I have misplaced. Humble apologies, folks. Many are those who have worked on swapping out **1509's** trucks. I probably have some names missing, but those involved include **Mike Reneau, Mike Reading, Lou Wolfgang, Frank Stites, Jim Wilson, Denby Jones, Wayne Van Mourick, Cliff Pennick, Ray Lethbridge, Pete Shakley, Jim Hamill, and Ted Kornweibel**. The truck work couldn't have been accomplished without the expert knowledge and assistance of **Doug Hoveland**, superintendent and manager of the **Cyrus K. Halliday**.

It's not too late to come on board the **1509** project. We need help with painting, repairing the roof, metal repairs, installing windows, and a variety of small chores. Don't let this get completed without getting your name on the honor roll! Call **Ted Kornweibel** at 461-0098 to volunteer.

Although **1509** has absorbed nearly all of our restoration energy, cleanup has continued on the **MoPac** caboose, still located in downtown San Diego. **Ken Faller, Jason Faller, Matt Rockenback, Mike Morrin, Steve Wade, and Ted Kornweibel** scrubbed off a lot of grime leaving one side nearly dirt-free. Thanks, guys, for a tough elbow-grease job. Call **Ted** if you want to get in on the next work parties, which usually take place on Sunday afternoons.

Finally, **EMD MRS-1 1820** continues toward full restoration, inside and out. We expect it to be "fired up" soon. Give **Dave Slater's** crew a pat on the back when you see them at work on this beautiful job.



Conductor **Maury Fennell** and Trainman **Bill Schneider** staff the SDRM booth, along with many other volunteers. More people are need for important work. Call now to volunteer! (P.S. You don't need a uniform). Photo - **E. Schneider**

SDN: New Railroad In San Diego One Year Old in December

By Bill Schneider

A new railroad in San Diego Country was formed on December 16, 1992, the **San Diego Northern!** Jointly owned by the North County Transit District (NCTD), the Metropolitan Transit Development Board (MTDB), and the San Diego Association of Governments (SANDAG), it acquired the Santa Fe's century-old Surf Line from Downtown San Diego to San Clemente. The line north of San Clemente will become part of the LA Metrolink system.

The Santa Fe retains ownership of the San Diego-National City freight line, and will continue to operate freight service on the **San Diego Northern** mainline and the Ocean-side-Escondido branch. Amtrak **San Diegan** passenger service continues unchanged between San Diego, Los Angeles and Santa Barbara.

The MTDB owns the "new" line within the city limits of San Diego; the NCTD owns the line to the north. SANDAG provided much of the funding. Formation of the SDN is the first step in providing rail commuter service to the North County.

Bi-level commuter cars are planned for the SDN, and may be an adaptation of the new state-of-the-art "California Car". This design has been under development for over a year by Caltrans-Division of Rail and Morrison Knudsen Corporation, and can be used for both intercity and commuter cars.

Two additional tracks will be added for the planned commuter trains at the Santa Fe Depot in downtown San Diego. They'll be installed between the San Diego Trolley's two tracks next to the depot and the two west side freight/intercity passenger tracks.

Because of the planned six tracks at the depot, a new, small structure on the west side of the tracks in the same style as the Santa Fe Depot has been proposed. This would become the Amtrak Depot, so intercity passengers wouldn't have to cross busy trolley and commuter train tracks when boarding or leaving Amtrak's 18 daily trains.

Although the Santa Fe is still a presence in San Diego, the acquisition of the historic Surf Line by the SDN and LA Metrolink marks the end of over a century of Santa Fe ownership of the county's first, "Chief"(!), and often only rail link with the rest of the nation. The Santa Fe truly built San Diego into a city of greatness. **Thank You, Santa Fe! And Welcome, San Diego Northern!**

1994 Staff Meeting Schedule: All meetings are held at the Santa Fe Depot at 6:30 pm

January 3	July 11
January 17	July 18
February 7	August 1
February 21	August 15
	August 29
March 7	September 12
March 21	September 19
April 4	October 3
April 18	October 17
May 2	November 7
May 16	November 21
June 6	December 5
June 20	December 19



THE DEPOT GIFT SHOP AT THE DEPOT CAMPO, CALIFORNIA

The Holidays are fast approaching. Look over our great selection and pick up that bit of railroadiana for your railfan's Christmas.



Museum Logo
T Shirts \$9.95
Sweat Shirts \$17.95



☆ Gift Certificates ☆

- Books • Toys • Videos • Jewelry •
- Oilers • Kerosene Lamps •
- Whistles • Jackets • Pins • Mugs •

THE DEPOT GIFT SHOP
Open Saturday and Sunday
10:00 am to 4:30 pm



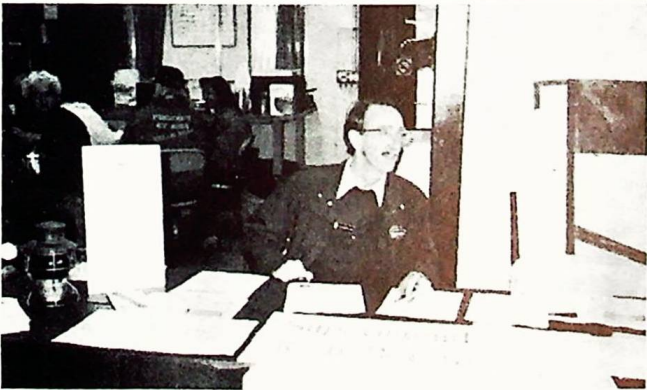
MEMBER'S DAY



Steam Team Member Richard Dick lines up for the barbecue of hamburgers, hot dogs and roasted chicken by Gourmet Rotisserie.



Corrine Gallagher answers questions about the special trips scheduled into Mexico at the Excursion information table.



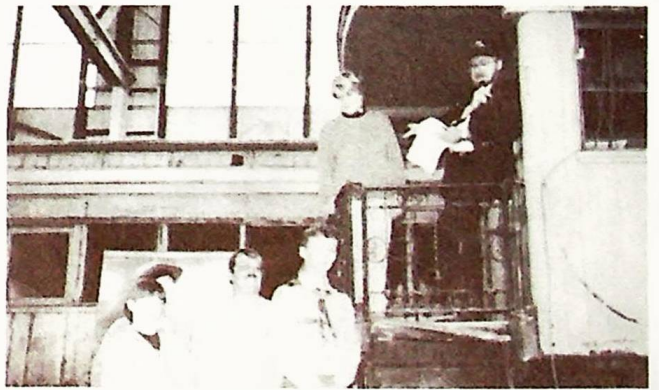
Rain may have driven us inside but it didn't dampen our enthusiasm! Chop Kerr staffs the Interpretation Table inside the Car Barn.



Board Member Bob Hinshaw brought the most guests along! Good job, Bob, we hope everyone had a great time and will consider a museum membership!!



Ted Kornweibel and Don Livesay were available to answer questions and conduct tours for Restoration and Operations.



The Ritenour Family was on hand as Rich Borstadt recognized Eagle Scout Dale for the completion of Rail Buff Bluff with a certificate of appreciation and a plaque.

MEMBERS! MEMBERS! MEMBERS!

Frankly, we need your help! With the unexpected cancellation of two trips and a reduction in ridership, the coffers are fast approaching empty. Monthly expenses remain constant with insurance, rent, fuel, maintenance, salaries, utilities, etc. This year we have fallen short in our membership goal by \$10,000. You have been most supportive in the past and we look to you, our mainstays, for assistance in rough times. PLEASE take a moment to consider a donation to one of the following funds:

TIE FUND Help reduce the transportation costs incurred relocating ties from Simi Valley for the Campo operation. Buy a Tie for \$25 and add your name to our Tie Fund Plaque. Give a "Tie" for Christmas that Dad will really like!

SPUR TRACK Donate \$100 to belong to the Santa Fe Depot Donors Club. Money will be used to complete the engineering drawings and finish the installation of the display track under the portico of the baggage building.

DISPLAY BUILDING Yes, we are within striking distance of completing the Major Use permit requirements! The State Grant will not cover all expenses to install the building, however, an additional \$15,000 is needed for concrete walkways, permitting, MU landscaping requirements, tracks, etc.

VITAL MAINTNEANCE Adopt a Locomotive this year. Adoption papers will arrive at your house declaring you the supportive family of one of our diesel giants with a donation of \$75 or more. Brakes, COTS, oil and filter changes, brushes, injectors and fuel pumps (#2104) all require attention. Pick the family favorite - #1809, 2104, 2098 or our newest addition 1820. Then come out to Campo and check on the progress of your progeny now and then.

PROJECT 2353 Much has been accomplished on SP #2353. But more needs to be done. See full article for details!

Any one of the above projects needs your support. Don't forget to renew your membership if you haven't for 1994. Tell a friend about the SDRM and our membership program. Keep in mind that corporate memberships are available and provide for the private use of one of our observation cars once a year for your exclusive use.

We are fast approaching a most exciting period in the Museum's development. To falter now that we have come so far, would be devastating. Steam in '94 is a rallying cry that will be heard around San Diego.

Only you can keep us on track !!

Report

Official Publication of the
San Diego Railroad Museum
1050 Kettner Boulevard, Santa Fe Depot
San Diego, CA 92101
(619)595-3030

Editor: Mama H. Hartjen
956 Luna Vista Drive
Escondido, CA 92025-5277

ONE YEAR MEMBERSHIPS

Senior/Student - \$15	Individual - \$25
Family - \$35	Contributing - \$50
Supporting - \$75	Sustaining - \$1500

LIFE MEMBERSHIPS

Senior Life - \$300	Life - \$500
Gold Spike Life - \$1000	

COMPANY/CORPORATE SPONSORSHIPS

Associate - \$1000	Sponsor - \$2000
Benefactor - \$5000	



NEW MEMBERS

Mary Abare
Jume Altman
Dorthea & Spear Anderson
Mary Lou Arnold
Robert M. Bailly
James Balnis
Mary Francis Barker
Robert & Anna Barlow
Sandra & Scott Barnes
Frank Barning
Ragna Bibrow
Elliott Binley
Robert Birkett
William Brandbury
Marcus Bowen
Glen & Joan Braden
Kenneth Branson
Dr. Lynn Brawner
Daniel & Donna Brown
Lee & Elaine Brown
Bob & Lois Canzoneri
Harold Clark
Dennis D. Cowley
Chet & Laurina De Lapp
David Dion
Russell & Rita Drouin
Jim Edwards
Karl & Leif Enockson
Jack B. Eve
Leland & Bertha Ferguson

Dr. M. Feinstein
Deland Flodman
James W. Friedlan Sr.
Mark Forgey
Geissler Family
Martin Gibson
Goforth Family
Craig Graw
Michael Hale
Joyce Hall
William Harrison
Lawrence Hasvold
P. Heider & B. Browne
Warren Houseman
Diane Ignatiuk
David Johnson
Jennifer Jones
Al & Merry Jorgensen
Dr. Frank Kalchuk
Stan Kellogg
Jerry Kelly
Robert Kemp
David Kronick
Alfred Lingo
Ken Little
Malcolm Love
Ruby Magorien
Oscar Martin
David McChesney
Hugh McCoy

Marian McWhiter
Owen Miller
William Miller
Gary Milliman
Dr. John Mills
Gary Mitrovich
Robert Moncur
Nicholas Muller
Rosie Murray
David Nielsen
B. Nixon
Tom O'Hair
Ed Palmer
Jack Peppers
Richard Reid
Reiter Family
Janet Richardson
Ronald Rudolph
Rundle Family
Ron & Pam Signi
Alfred Spencer
Terry Stewart
Todd Strom
Melvin Sweet Family
Ruth Taran
Jim & Elaine Wilson
Shannon Wilson
Tom Woodrum
Alvin Wright
Dr. David Zurschmeide

It is with great sorrow that I announce the passing of Life Member Norman Hill. Norman passed away on November 30, 1993 in Fayetteville, Arkansas following a long illness. Norman was a past Board of Trustees member and for many years was the the Superintendent of Restoration. Norman was a driving force within the San Diego Railroad Museum for many years and will continue to be missed.

The family has requested donations to the American Cancer Society in lieu of flowers.

Should you have any questions, please contact me a 595-3030.

Bobbie Ringersma, Office Manager

SAN DIEGO RAILROAD MUSEUM

4695 Nebo Drive
La Mesa, California 92041

Non-Profit Org.
U.S. POSTAGE

PAID
La Mesa, CA
Permit No. 205



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

A Visit from St. Nicholas by Harry B. Chase, Jr.

TWAS the night before Christmas and out on the track
Old thirty-three-hundred was taking up slack.
The signal and switch lamps were lighted with care
In hopes that St. Nicholas soon would be there.
The signal maintainer was home in his bed.
While vision of overtime danced in his head.
Forgotten were overalls, jumpers and cap
As he settled himself for a long winter's nap.
When down in the hall there arose such a clatter
He sprang from his bed to see what was the matter.
Away to the phone he flew like a flash.
Slipped on the stairs and came down with a crash.
The boss was phoning at eleven-fifteen:
"There's more snow on the iron than ever I've seen.
So go get your pants and your shirt and your jumper
And hook a ride up here on somebody's bumper.
And we'll let you work like a busy old beaver . . ."
The signalman cussed and hung up the receiver.

The freight yard resounded with moans and gripes.
And snow drifts were frozen all over the pipes.
The towerman was trying to line up the route.
While the last midnight freight was blockaded to boot.
The levers were jammed for two or three nights.
And something had happened to all of the lights.

'Twas a job without rest, compensation or thanks
To dig out the pipe line and sweep off the cranks.
But finally the signalman straightened his back.
For the snowdrifts were all shoveled off of the track.
Returned to the tower and fell in the door.
To spend Christmas Eve sound asleep on the floor.
When on glancing around, his features turned blue -
For the snowplow was coming on track Number two.
With a little old hogger so lively and quick
He knew in a moment it must be St. Nick.

But old Santa, alas, just could not recall how
To slow down his engine or lift up his plow.
He highballed on through with a leap and a bound.
While ballast and ice went flying around.
And seventeen tons of snowballs and rocks
Were piled on the pipe lines and pull wires and locks.
He spoke not a word, but panked on the whistle.
And the steam blew away like the down on a thistle.
Then on down the line went the high-wheeling Saint.
While the signal maintainer fell down in a faint.
But later recovered though filled with a fear
Of shoveling snow for the rest of the year.
And he heard Santa call, ere he steamed out of sight.
'Merry Christmas to you, and do have a good night!'