

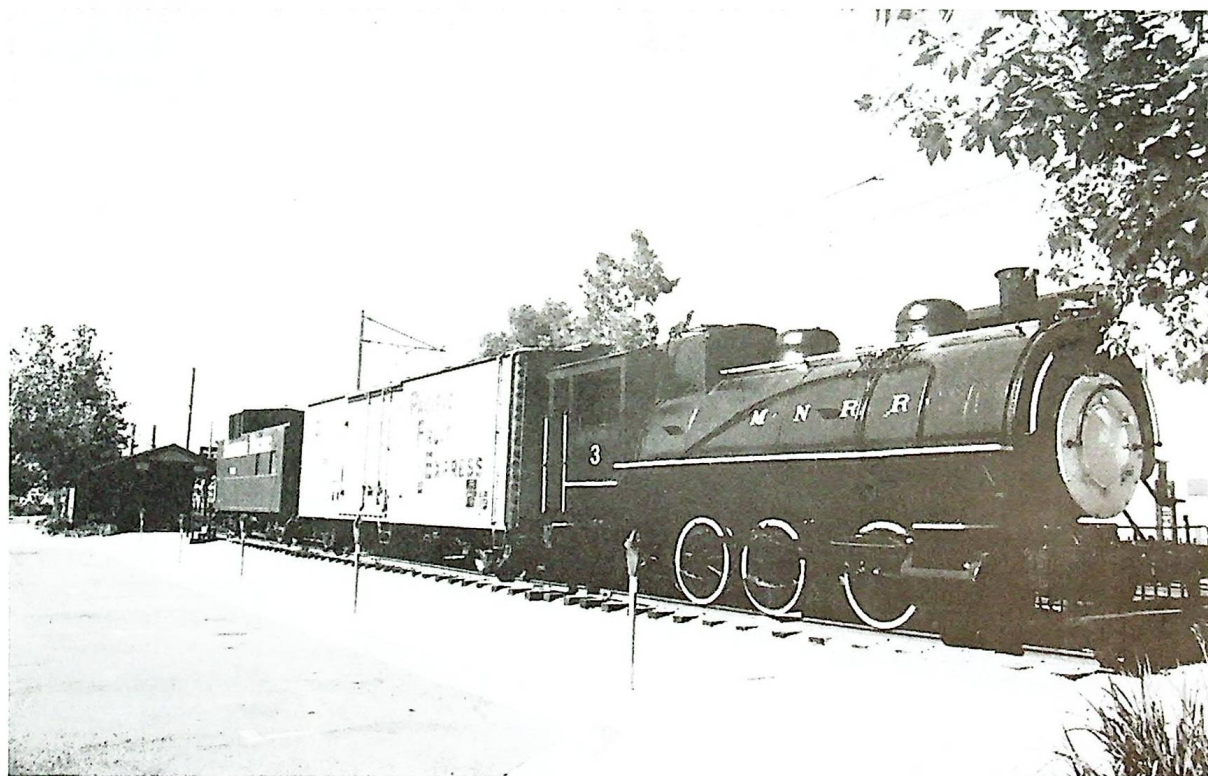


Mar/Apr 1994

REPORT

Vol. 244

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



La Mesa Fruit Express would be an appropriate name for this display train at the La Mesa Depot. Historically accurate, too, as the first freight trains here carried locally-grown citrus and other fruits to San Diego. Left to Right: SP #1058, PFE #11207 and MN #3.

Photo by B. Schneider

Facilities Update

by Steve Wade, Supt. of Facilities

Here's another report hot off the presses! I don't know how we do it but it gets done. The power switches on, the throttle is engaged and the motive power is released. This winter has, indeed, been an unusual one. More faces than I can remember have been coming out and pitching in, more visitors (even in the rain) have been coming to check us out.

Grounds: George Boggs, Dave Richardson and a group of SDSU students are hard at work drawing out new landscape plans for our Campo facilities. This will also include the Depot and entrance areas. Jack O'Lexey and I are working on the Garden Shop to help facilitate the new landscape work.

Car Barn: My hat is definitely off to Mr. Ross Robinson of Canada for his countless jobs completed during his stay over at Campo. Here's a partial list: hard wiring four battery-back up EXIT signs, installing new air line into the woodshop, building and installing a beautiful 16' florescent light fixture between tracks 2 & 3. Stan Paulsen supplied all the materials for this project. Dozens of various welding jobs. Rebuilding our Woodshop's Drill press, along with project work on 1509, 1820, etc. . . Needless to say, Ross you are too kind! As a matter of fact, I feel so guilty about the massive amounts of work that he has done over the years that I am driving up to Canada in May to return the favor. Thanks again, Ross see you in the Spring.

Also hard at work this month was long time member Mr. Ed Duling. He formed up our walkway to the new Man Door in door number 3. Another Robinson creation (I may have to stay an extra week in Ottawa for that one).

Mt. Empire High School: Although our class size is small this semester, only two students, that hasn't dampened our spirit or drive. Already, the students have helped to rebuild one of our long-abandoned speeder trailers. Alan Dillane is putting the finishing touches on it as of this report. Keep up the good work kids!

Boy Scouts: Let's not stop at just one Depot cart, let's do then all !!! Yes, Chris Marks along with his father, brother and another scout (sorry guys names escape me) have taken on our second baggage cart restoration. They've completely stripped down the cart and are now in the process of priming, painting and then reassembling. If there are any more scout troops out there who are looking to fly, feel free to call me at 469-8029.

Special Citation: I must take just a moment to thank a couple of our hardest working members. Thomas Lee and Linda Bragington have done so many things, I don't know where to begin. Not only have they transformed the old Mobile Home but they've been hard at work sprucing up the grounds, too. And I mean the grounds. Thomas is continually grading and regrading our property trying to keep the roads clear and the water away from our valuable artifacts. Thanks Thomas and Linda, your efforts are much appreciated.

What else can I say, it's people like these that make our Museum what it is today. A vital, on-going concern. Speaking of on going, I will be sojourning to Canada via Oklahoma, Ohio, New York and Washington D.C. in the month of May. Let it be known that this is not a signal to rest and sit back on our smoke boxes. My thoughts will still be on a certain Machine shop, a specific train crew, any number of grease monkeys. So keep up the GREAT work while I'm gone - lest I sneak back early and catch you unawares !!

Report

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Articles to be Submitted by:
Wednesday 01 June 1994

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		

La Mesa Depot Celebrates First Century

The La Mesa Depot between Spring Street and Nebo Drive at La Mesa Boulevard in downtown La Mesa is 100 years old this year!! A special commemorative plaque will be affixed to it during Memorial Day Weekend festivities May 29-30. The historic structure (the oldest in La Mesa) was restored by volunteer workers of the PSRMA between January 1980 and April 1982, when it was opened after 28 years, during which it was nearly lost several times. The workers were led by Project Director and PSRMA Life Member #2 Larry Rose, who wrote the following story for the depot's Official Opening April 18th, 1982.

The little depot is back in town where it belongs. This is the story of the little station that could - and did! Survive, that is!

In 1894, the then-San Diego, Cuyamaca & Eastern Railway Company built the depot on the site where it now stands. It was a little station with a covered platform and a closed section. In 1897, the open area was enclosed. The community was then known as La Mesa Springs, and the station was called Allison, the surname of pioneer settler, sheep rancher, and railroad developer Robert W. Allison.

In 1915, the station was carried across the tracks, turned around and relocated, and a bay window, a rest room, and a new porch were added. A small freight building and a water tank completed the station facility.

Steam passenger and freight trains served the depot in earlier years. Motor trains gradually replaced the steam passenger trains but the railroad abandoned all service. By 1954, Western Union and Railway Express had moved to other locations, the station agent's office was closed, and the City of La Mesa planned to widen Spring Street. The depot had to go.

On November 26, 1954, the Lakeside Chamber of Commerce purchased the depot for \$1 in support of a proposal by Mrs Florence Beadle to acquire the depot for a "western town" to be located in Lindo Lake Park in Lakeside. In December, the depot was dismantled and its parts taken to the Beadle property at Maple and Ashwood in Lakeside for storage. Learning that the proposed western town was incompatible with the master plan for the park, the Chamber elected to sell the depot to Mrs. Beadle again for a \$1.

Mrs Beadle on July 11, 1959, opened the depot as the Beadle Historical Museum and antique store. Later, after both Mr. and Mrs. Beadle had passed away, the depot was closed,

and in the mid 1970's, the Beadle heirs sold the depot to the Pacific Southwest Railway Museum Association for \$1.

Meanwhile, there was talk in La Mesa about returning the depot to its "rightful home". It all came together when owner-PSRMA and the La Mesa Historical Society shared ideas and appointed a planning committee.

Conversations were held with officials and staff of the City of La Mesa and the La Mesa Redevelopment Agency. As a result, leases were signed with the City for sites for the depot and rolling stock, and application was made with the City of La Mesa for Community Development Block Grant funds. The city submitted the application to the federal government, and grant funds were awarded for the project. Individuals, PSRMA members, and business firms contributed additional funds.

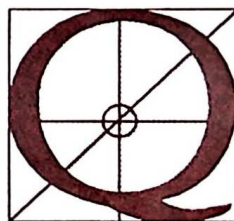
Before the depot was trucked back to La Mesa, it suffered further indignity. The vandals moved in. Fires were set, and most doors, windows, and hardware were stolen. Earlier, the baggage room wall had been scorched by a brush fire. The years had also taken their toll. The depot was a sorry sight in November 21 1978, when it was trucked to La Mesa for temporary storage. Three months later, it was transported two blocks to its original site for placement on a new foundation. The structure was shaky but remained intact.

But look at the depot today! PSRMA Project Director Larry Rose and the volunteer PSRMA workers gave it tender, loving care, and contributions of money, materials, talent, artifacts and, in some instances, memories, continued to come in.

To cap it all off - the "La Mesa Train Depot" received an award. The American Institute of Architects, San Diego Chapter; the American Society of Interior Design; the American Planning Association; and the American Society of Landscape Architects awarded an ORCHID, an award in the Environment Awareness Program. The jury announced the award as "an example of what can be done through the use of volunteer labor. A brilliant restoration of this historic building in the outlying community of La Mesa shows what can be done to continue our historical heritage on a small scale".



RAILFAN QUIZ



How many alternative names or terms for railroad cabooses can you think of? You should be able to come up with at least five!

A partial list is on page 5 . . .
No Peeking!!

La Mesa Car Among Last Built Ice-Type Reefers

By Bill Schneider



One of the final "ice-type" Refrigerator cars built, PFE #11207 (now on display at the La Mesa Depot) was built after mechanical reefers were in use, and is a reminder of the "stage icing" era!

The Pacific Fruit Express Company was created as a joint venture of the Southern Pacific and Union Pacific railroads in the early 1900's by Edward H. Harriman, who controlled both. The world's largest operator of Refrigerator cars, PFE was dissolved in March 1978, and its assets divided. SP retained the Pacific Fruit Express name; UP named its half Union Pacific Fruit Express. PFE #11207 went to the SP; PFE mechanical reefer #300010 went to the UP as UPRX #300010, and is now PSRMA-owned.

PFE #11207 was built by the PFE at Colton, CA in April 1957, a Class R-40-27 steel car. It's an RS-type car, meaning a Refrigerator car using ice or ice and Salt to cool its cargo. It has convertible ice bunkers at each end with rooftop hatches and adjustable grates, into which ice of various types was dropped at icing stations en route ("stage icing"). It's in PFE's 10001-11700 series, and has PFE four-wheel trucks with

friction bearings. It has rooftop walkways (banned in 1968 but never removed), and Preco (Pacific Railway Equipment Company of Los Angeles) electric fans for interior cool air circulation. The fans had an axle-driven generator, which functioned only when the car was moving. Electric motors were connected to the car for pre-cooling or when in a terminal.

Although mechanical Refrigerator cars were in use in the 1950's by the PFE and others, additional ice-type cars continued to be built because of their dependability and simplicity. "Ice does not get out of order!", it was said. But they couldn't handle the new frozen foods coming on the market, and the mechanical cars won out. The PFE ordered its last ice-type cars in 1957, PFE #11207 among them.

The car is 40'0" long, 10'4" wide, and 12'10" high. Its wood interior is 33'2" long, 8'3" wide, and 7'4" high. It has sliding plug side doors with hinged extensions to permit the use of forklifts. It weighs 59,5000 lbs. (29.75 tons), and has an 82,000 lb. (41-ton) capacity in its 2,022 cubic-foot cargo space. Never repainted after 1978, it still has both SP and UP emblems on its Standard Refrigerator Orange sides. It has a silver roof, and Black ends, lettering and underframe (PFE cars were Standard Refrigerator Yellow until 1929).

The car has blue and orange identification labels on its sides. These reflective stripes were read by light-beam scanners in rail yards in the early 1970's to track freight cars, but proved too expensive and were discontinued by the railroads.

Used for the fast transportation of fresh produce, PFE #11207 was shipped at PFE/SP's Tucson, AZ shops in August 1963 and October 1965, when it was last weighed. In 1971-1972, some of these cars were converted to mechanical type at the PFE/SP shops in Roseville, CA, and the first digit of their numbers was changed to "3". The non-converted cars were renumbered in the 190000 series, so PFE #11207's first two digits were probably painted over and the car probably renumbered PFE #190207. Later, the first digits were overpainted, and it was again numbered PFE #11207.

The car was serviced by the Nampa, ID PFE/UP shops in December 1975; SP's PFE Roseville shop in July 1978; the Santa Fe in 1980; and SP at Stockton, CA in April 1986, according to its carside lettering.

Retired in 1986, PFE #11207 was purchased by PSRMA Board of Trustees member Dr. Dan Marnell for exhibit at the century-old La Mesa Depot, La Mesa's oldest building. Leased to the PSRMA for \$1 a year by Dr. Dan Marnell and also used for storage, PFE #11207 was initially erroneously listed by the museum as a mechanical reefer for several years. This was probably due to its date of construction, the known conversion of some of its class to mechanical



Ladders, brakewheel, rooftop walkway, and sliding plug door with hinged extension show in this January 1993 view of PFE #11207 near the La Mesa Depot.

Photo By B. Schneider

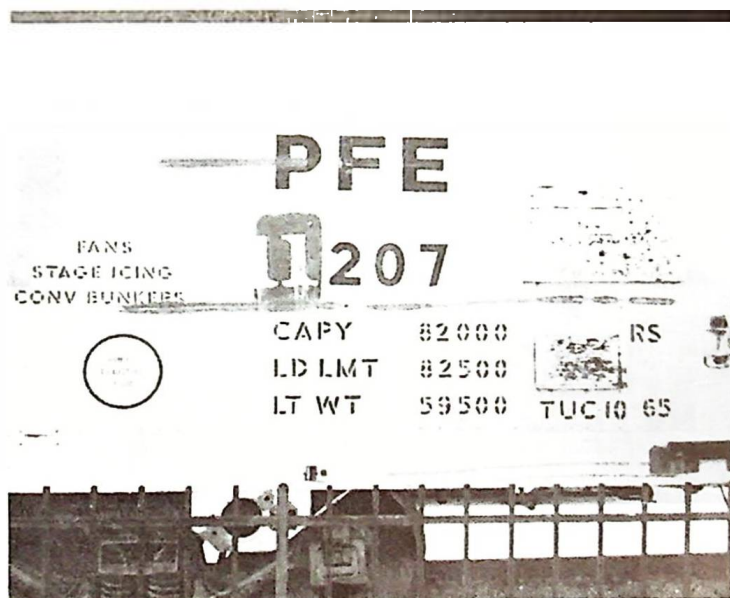
reefers, and Preco electric fan lettering. But this car is, and always has been, an ice-type reefer!

PFE #11207 was repaired by museum members, and was steam-cleaned with a "Rig-Shine" machine in July 1987. Though operable, the car is on display track not connected to the SD&IV/San Diego Trolley tracks a few feet away, and can't be moved. It has been "tagged" occasionally by graffiti-painting vandals despite its highly visible location. Quick painting-over of graffiti keeps this to a minimum. Enhanced night time security lighting is being looked into to prevent future "tagging"

PFE #11207 is seen daily by more people than any other freight car exhibited by the PSRMA, and is also a fine historic car-lettering study tool!



Information obtained from the SDRM Equipment files, the author's inspections, and from La Mesa Depot Director Art Paget, to whom special thanks is given.



Overpainted digits on PFE #11207's Spring Street Side indicate its number was changed and later restored. Lettering shows it was last weighed at Tucson in October 1965.

Photo by B. Schneider

Report Vol #243 Corrections

USMC #248391 was rebuilt in Cornelia, GA (Georgia) but it was printed as CA in the last REPORT. Sorry!

PSRMA Life Member #64 **Phil Klauber** wrote about a more serious error. He pointed out that GE diesel-electrics were built at its *Erie Works in Erie, Pennsylvania*, and not at its **Schenectady Works** in New York (where he was employed) during World War II. It was a major oversight on our part! General Electric and Schenectady-based ALCo marketed their diesels from 1940 to 1960 as ALCO/GE products, but the GE locomotives were built in Erie! We apologize, and thank Phil for correcting us.

Note: The museum staff has decided that when the 80-tonner is repainted (in several years), it will be numbered **SD&A #7285**. That was its earliest known (Army) number and four digits are easier for our crew to remember and use in radio communications.

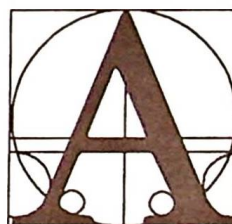


We also noticed the name of our Pullman Private car **Robert Peary** was spelled "Perry" in both the REPORT and the HOT SCOOP, probably because that's the way many pronounce it. Is it "pare-y", "perr-y" or "peer-y"? Let's at least spell it right, so readers know what car we're writing about.

..... Bill Schneider



RAILFAN QUIZ ANSWER



According to a handout prepared by the Museum Interpretation Department, common alternative names for cabooses are:

Waycar, Cabin, Cab, and Conductor's Car and Van or Brake-Van (in Canada and Britain).

Less common and more informal terms include: Crummy, Hack, Shack, Ambulance, Anchor, Bazoo Wagon, Brain Box, Buggy, Chariot, Cripple's Home, Den Diner, Glory Wagon, Go-Cart, Kitchen, Mad House, Monkey Cage, Monkey Hut, Palace, Parlor, Perambulator, Rest Room, Treasure Chest, and Zoo. There are of course many others, often considered unprintable.

..... Bill Schneider

Canadian Adventures

By Maryanne Thompson



Wayne Shearer and Maryanne Thompson at Alberta Pioneer Railway Museum in November 1993.

Photo By Maryanne Thompson

By now, most of you know that I went to Alberta, Canada. While there, I had the opportunity to visit three train operations. The first was in Calgary at Heritage Park. This "village" has a turn-of-the-century town theme. As you drive up, there is a 1910 former Calgary Municipal electric trolley that shuttles you from the entrance and parking areas to the main gate. Once inside, there is a re-creation of a town with stores, shops, oil rigs and a fur trading post. There are four depots on the grounds along with a six-stall roundhouse and car shop. Canadian Pacific locomotive #2023, a 1942 AICo 0-6-0, pulling two 1885 Morrissey Fernie and Michel Railway cars and a 1929 Pullman observation car, #15097 the "Mount Resplendent", was my transportation for a step back in time. This 20 minute round trip takes you to the four main areas of the park. After riding the loop a few times, I got off and explored the roundhouse and car shop. Inside held beautifully restored equipment, including a 1911 snowplow and 1912 Jordan Spreader. Locomotive #2024, a 1946 0-6-0 Lima is used as a backup and also during the peak summer season.

I was sorry to leave Heritage Park, but looked forward to the next day at the Alberta Prairie Steam Train that runs excursions out of Stettler. The trip I took was an 8 1/2 hour ride through beautiful farm and prairie lands behind a 1920 2-8-0 steam locomotive. We had two stops along the way. The first was at a town called Big Valley where the Museum aspect of this organization had a restored Canadian National Depot complete with working telegraph office and displays. Also at this site was the remains of a ten stall roundhouse, turntable pit and ash pit, along with interpretive signs. Early in the day, I made the acquaintance of one of the museum members who became my personal tour guide. He walked me through the train, into the "crew areas" including their private business car and caboose. Also along the way there was a "hold up" where all monies collected were donated equally to the Children's Hospitals in Edmonton and Calgary.

The most memorable time for me came a few days later at the Alberta Pioneer Railway Museum in Northeastern Edmonton. When I first made plans to travel to Canada, I contacted a member of the Museum. We discussed Railroad Museums and what each of us did within our group. When I told him I was newly qualified as a brakemen, he asked if I'd like to run with them when I visited. After I recovered from the initial excitement, I sent them a letter with a copy of my qualification card as was requested. About a week before I left, I received a call from another museum member who said he'd be happy to work with me. The day I arrived, I was greeted with an out-stretched hand and a red carpet treatment that never ended! Wayne provided me with "bibs" to wear for the day and presented me with a pair of CN work gloves that were mine to keep. He introduced me to the crew for the day then gave me a personal tour of their tow shops and all of their rolling stock. This is a small group, consisting of about 45 members, of which only a dozen worked actively. They have a five month season when they operate, the rest of the year they just work when they can and the weather permits. The group was formed in 1968, so is close in age to our organization. I was to work with Wayne as brakemen on this day. We went over hand signals and I had to adjust quickly as the signals they use are similar for some but totally opposite of others. For example, their "set" is our "release" and vice-versa. We were running #1392, a 1913 Montreal 4-6-0 steam locomotive and one passenger car. They charge \$2 for Museum admission and \$1 for the train ride. The ride runs on about one quarter mile of track, push/pull and repeated three times. The brakeman gets the word from the conductor then he runs the train. It was great! On the first trip, Wayne took us out and back one time then turned it over to me. I had the time of my life! After an hour or so of trips, we did a photo opportunity. We took our locomotive and car out and set it on the yard track then brought out ex-CNR #6060, "Bullet Nose Betty", a 4-8-2 mountain type locomotive, and set it on the main track. Imagine, two steam locomotives under power, side-by-side, for the photo opportunity. A rail fan's dream. After everyone got all the photos they wanted, #6060 was

taken back into the yard. Then, after a short crew break, operations began again. At this point, I walked the Museum grounds, taking photos and looking at the equipment. Everywhere I went, I was greeted and made to feel as if I were one of the gang. It was amazing to me to see the amount of work that they had accomplished with such a small core of volunteers! I would definitely recommend that anyone going to Edmonton, take the time to visit this Museum. Along with working as brakeman, I was also treated to cab rides in both locomotives. A first for me! I was sorry to leave, but I was on a schedule of sorts.

My next stop was in the town of Jasper. This beautiful, small town has large CN railroad yard along with a Via Rail Station and on display a 1923 CN #6015, a 4-8-2 mountain type locomotive. My curious nature being what it is, I tried to find a way to get into the yard, without trespassing, for a closer look. Just as I found a back way in, I was stopped in my tracks (well, actually on the tracks!) by a big bull elk sporting a pair of antlers with a total of 16 points! I watched and photographed this magnificent animal as he approached me, looked me over, then sauntered into the yard. As I followed the elk with my eyes, I saw another "No Trespassing" sign and decided to back up and leave. As I passed back through the main part of town, I spotted the same elk by the Via Rail Station. I pulled over to take more photos and realized how much these large animals are respected. Here, on the tracks was a Westbound Via Rail at a full stop, waiting while the elk took his time grazing between the rails! Soon, the elk left, and the train was underway.

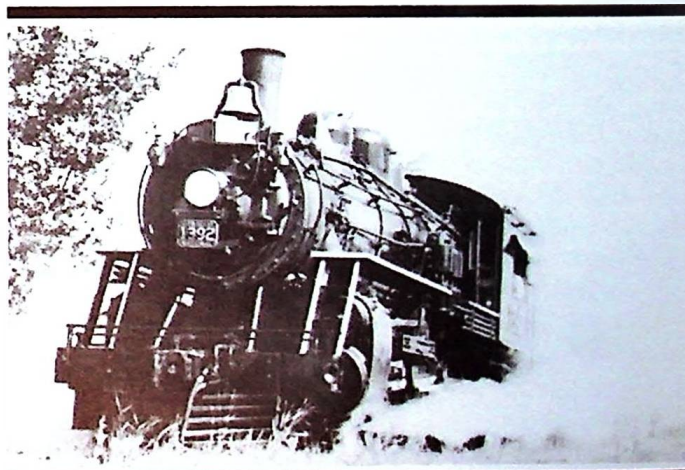
Further along the route was a visit to Field, British Columbia. This is the location of the famous spiral tunnels. In the late 1880's, CP tried to traverse the Rocky Mountains via Big Hill, a stretch of track that had a 4.5% grade. After many accidents, run-aways and boiler explosions, The Railroad began construction of these figure eight tunnels in 1907. Hired on at

\$2.25 for a ten hour day, 1000 laborers spent 20 months and 75 carloads of dynamite carving out the tunnels. Parts of the abandoned stretch of track soon were used as carriage roads and eventually became the Trans-Canada Highway. I was there at dusk and didn't expect to see anything. I waited awhile and read the interpretive signs all the time hoping to hear a train approaching. The silence was broken only by the intermittent chatter of red squirrels in the tops of the spruce trees. Then, off in the distance, I heard a faint familiar rumble, followed soon by the sound of a whistle echoing through the valley. Soon appeared what I had hoped for! Five diesel locomotives, pulling a 97 car mixed train, came into view. The front of the train disappeared into the first tunnel and while I could still see the cars entering the first tunnel, the lead locomotive appeared on the horizon as it's headlight lit up tunnel #2. Soon the train was passing directly below where I was standing. I waited and waited for it to appear on the hillside track behind me after passing through tunnels #3 and #4, but it never came. I couldn't figure out where the train was, as it was no longer within sight and should have passed through by now. Then in the distance, I heard another rumble, and soon another whistle. To my delight a second train came into sight! This one had three locomotives and 111 grain hoppers. I watched as the locomotives disappeared into the first tunnel, and waited until I could see the light coming through tunnel #2 in the same fashion as the earlier train. Soon this train was passing slowly below me. Suddenly, there was a loud crashing sound and the train stopped! I could hear distant voices and the sound of hand brakes being set. Curiosity held me, so I waited and listened. Soon, hand brakes were released, and with the blast of a whistle, the train started to slowly move once more. As I started to leave again, I heard the sound of a train approaching. I watched the track behind me and my curiosity was satisfied. Here came train number one with train number two coupled into it! As the daylight faded, this train chugged off to the East and I was on the road again.



Main Depot at Heritage Park in Calgary, Alberta, Canada. Turn-of-the-century town theme is unmistakable.

Photo By Maryanne Thompson



A 1913 Montreal 4-6-0 #1392 at the Alberta Pioneer Railway Museum in Edmonton.

Photo By Maryanne Thompson

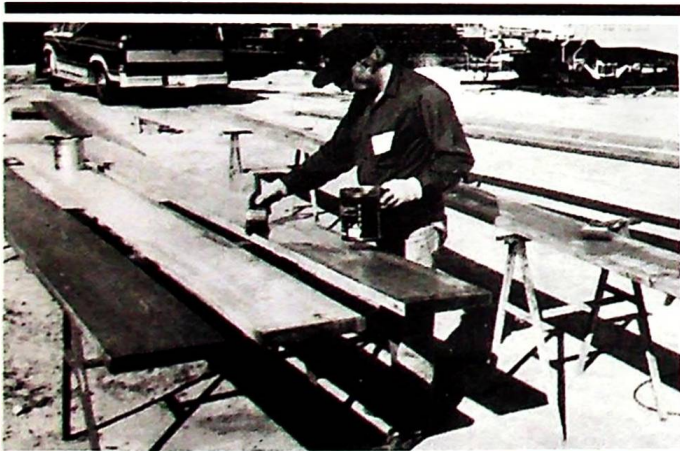
Steam Whistlin' by Karla Von Hubert

After months of unarmed combat with that monster know as the pilot truck, **Larry Williams**, along with **Wayne Van Mourik**, **Chet DeLapp**, **Karla Von Hubert**, **Steve Wade** (and others to whom I apologize because I can't remember you right now), succeeded in reassembling the thing! It has been rolled back under the front of the locomotive, where it will support 46,000 pounds. There are approximately 160 parts in the front truck alone.

The driving boxes have been fitted onto the main axles, and the shoes and wedges installed. The entire frame has been removed from the blocks and lowered nearly three feet. It will remain on jacks until all the gear is reinstalled. The jacks will then be removed and the frame will be lowered the final few inches onto the wheels. The gear to be reinstalled includes the brake rigging, a confusing welter of pipes, and the oil line from the tender, to name a few.

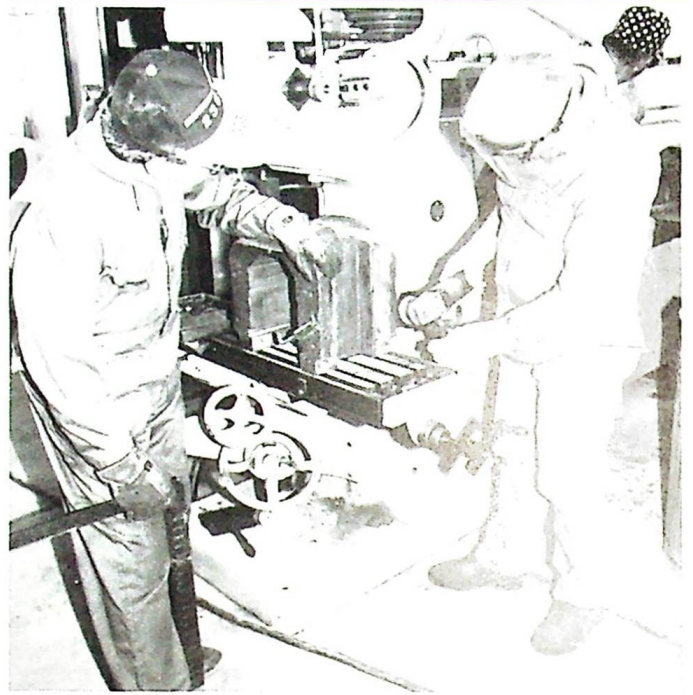
It looks as though the boiler will be "hydroed" (undergo its hydrostatic test at Fraser Boiler) this week. If there are no leaks, we should be ready for it at Campo by April 15. Once the boiler is back, it has to be lagged and jacketed, and more pipes, controls, appliances, etc., have to be put on the locomotive; the cab has to be installed and worked on, and the tender has to be painted.

There are literally hundreds of parts still to be reworked and we only have a few months left. *We need your help!* We cannot possibly finish this locomotive without more support. The Steam Team is still operating with the same handful of folks who have been laboring on this engine for years. Without increased manpower and money, we will NOT steam by November. We need contributions of time and money! *Please* come out to Campo and get involved.

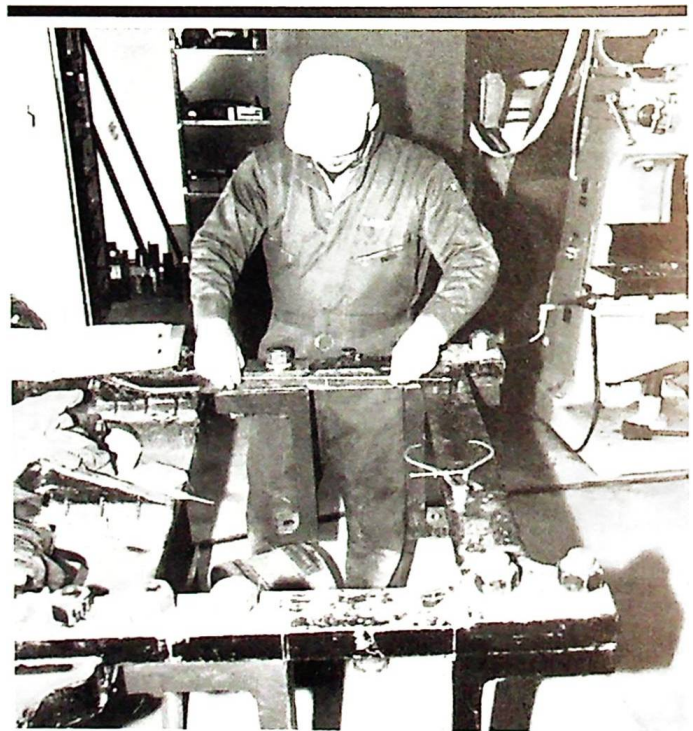


James Balnis applies wood sealer to new tender decking for S.P. 4-6-0 #2353 and 2-8-0 #104.

Steam Activities Photos © Richard E. Pennick



Machining axle box for pilot truck, S.P. 4-6-0 #2353. Pictured are Cliff Pennick, Dick Hobson, and Denby Jones.



Larry Williams fits axle pedestals on pilot truck on S.P. 4-6-0 #2353 in Campo Machine shop.

GOLD SPIKE CENTENNIAL

by Bruce Semelsberger

The long awaited event is at last upon us! Call out the City Guard Band and spruce up the debutantes, for this blessed May of 1994 marks the grand hundredth anniversary of the day when at last the hopes and dreams of San Diegans were realized as Mrs. Emma Harris drove home the gilded spike! As the silver hammer swung down with great vigor the spike descended to its final resting place and the assembled masses cheered "Huzzah! Huzzah!" (or something in that general vein) and San Diego was joined with La Jolla!

You hadn't forgotten, had you? Ah, well, I suppose it is only to be expected. The mighty San Diego, Pacific Beach & La Jolla Railway Company had a lot of practice at living down to expectations.

It all began in the heady days following the completion of the California Southern line in 1885. Transcontinental competition not only released southern California from the strangle hold of the Southern Pacific but also caused a dramatic (in some cases on the order of ninety percent) reduction in rates for freight and passenger traffic. Not only was it now possible to get to San Diego inexpensively; once here, one could grow produce of almost any sort (twice a year!) and ship it either north or east at a profit. Farmers and immigrants of all kinds from virtually everywhere began to hear about this wonderful new place and soon were arriving in Throngs. (Some in Sarongs).

By the middle of 1886 entrepreneurs were gearing up for the beginnings of rail expansions in all directions. The road to the north was one of the likeliest to be immediately profitable because it not only led to the fertile areas of Mission Valley and False Bay, but would serve the already existing community at Old Town. On August third a franchise was awarded to James McCoy to construct and operate a street railroad line from the intersection of Arctic and D streets to the plaza at Old Town. A stockholders meeting was held on October 19th and capital stock was set at fifty thousand dollars.

Nothing further was accomplished in that year, and the Restless Spirit of those Times led some people to complain that the entire operation was mere Flummery (and at that time there was a Great Excess of both mere and major Flummery) but by February the enterprise was firmly on track and grade stakes were going down. On the 19th an announcement was made of an agreement between the San Diego & Old Town Railroad and the Electric Rapid Transit Company which would allow them to test their new vehicles on the relatively level

bed of the SD&OT before committing them to the steeper grades on Fourth and Sixth streets. 120 tons of thirty-pound rail were ordered from the Pacific Mills of San Francisco and a mile-and-a-half of track was in place by the third of May. Even before the line went into operation, the seed of its next extension was sown with the granting of a franchise to the Pacific Beach Company for a railroad from Old Town to Pacific Beach, where a College of Letters was to be constructed, followed by a hotel and a surf shop. Locomotive number 1, a coal-burning steam dummy (4 wheels and an enclosed boiler) arrived from National Iron Works on October third and the first run to the Plaza took place on October ninth. While grading commenced on the Pacific Beach segment, the overhead wires for the electrics were completed and joint operations began on November 19th. Opening week on the SD&OT set a pattern which was to be seen more than once.

On the initial run of the electrics, an axle broke on a severely overloaded car (in spite of the dire warnings that the motors would ruin your watches). The morning run on the 22nd started off normally, but by noon the roadbed had washed out in a rainstorm. Repairs were made and operations were back to sub-normal with another broken axle on the 28th.

Following this highly successful testing period, ERT set up operations on it's own line to Normal Heights where it could perfect the art of dropping overhead trolley cars on passengers and spectators. Two new 0-4-2 locomotives arrived from Baldwin (numbered 2 & 3) along with nine new passenger coaches which the Sun newspaper declared to be the "most comfortable in the area". Newspapers announced the ordering of four more new locomotives, but they never showed up (which was just as well, as the railroad had no place to put them all if they had). Tracks were completed to the college of letters on Grand avenue and the era of steam transportation was ushered in on January 27th, 1888. This run was made courtesy of the Santa Fe line, who allowed the new road to use their tracks between Old Town and Morena pending the completion of the parallel trackage by the bay and the crossing track.

April 21st saw the incorporation of the San Diego & Pacific Beach Railway Company to replace the former SD&OT. The official opening day excursion left the Broadway depot at 10:30 AM with three coaches and arrived in less than thirty minutes. Over 4,000 persons attended a ceremony sponsored by the Oddfellows (to which the railroad's new President, A.G. Gassen, belonged) and the new line was In Business. The opening jinx paused long enough to lull the unsuspecting directors into the proverbial false sense of security, then struck forcefully on a sunny thursday, the third of May. The 11 AM train to Pacific Beach hit a lumbering lumber wagon (wood you believe it) near old town. The noon train, not to be outdone, succeeded in tracking down and destroying a fully loaded wagon of garbage, which reportedly

flew through the air with the greatest of ease and insinuated itself into the gaping faces of crew and passengers alike. The evening train, undoubtedly jammed with many of the same passengers returning from the racetrack north of Mission Bay, apparently found a piece of debris overlooked from one of the previous debacles and jolted the last car so severely that a young boy fell from the rear platform and was badly injured.

Despite these setbacks, the railroad settled into a regular routine and was certainly instrumental in populating Pacific Beach. Four trains a day would carry you off for a day at the beach for 25 cents and bring you home. One weekend in August over 900 rode the line, possibly making the new stage connection to La Jolla. In November the Sun announced that a roundhouse was under construction at the beach, just south of the new Seaside Hotel. By the spring of 1889, the boom in San Diego was beginning to show signs of age and some of the speculators were seen stealthily departing in the dead of night, but local businessmen were still riding the wave of euphoria, and many Plans were Afoot. The San Diego & Cuyamaca Eastern was under construction and, not to be outdone, the Pacific Beach Company announced that in cooperation with the Pamo Water Company they would begin surveying for a further extension of the P.B. line...to Escandido! This venture was incorporated as the San Diego and Northeastern Railroad on March 29th, but turned out to be about as substantial as the Pamo Water Company. The Boom collapsed, and the railroad was left to do its job in unsung glory for the next four years. It survived the usual floods and disasters and was eventually purchased by Boston industrialist J. Malcolm Forbes, presumably so that he could extend the line to La Jolla and bring the benefits of Gracious Living to the unwashed masses to the south. (This is really not the case, as La Jolla historian Howard Randolph states that no one in La Jolla owned a bathtub prior to the arrival of the railroad!).

This brings us (finally!) to the great events of May 15th, 1894. The aforementioned Mr. Randolph states that a racetrack had been laid out at the Cove, where sporting events were held (results on request) and hourly trains were taxed to the limit. This included 50 members of the Elks and the City Guard Band (see!) in full uniform. The first whack at the Spike was made by Esteemed Knight Joseph S. Bachman, who managed to hit it straight (as opposed to J.D. in 1919) but not so hard as Mrs. Harris who was striking a Blow for Womankind. The spike was driven on Prospect near Draper, but by June the Management felt that they had, perhaps, been Overly Hasty, as numerous complaints were made about having to walk (with matching Gucci luggage) to the Hotel, so during the weekend of June 14th (while the courts were closed and no injunctions could be Obtained) the line was extended 1400 feet further across Private Property to the Hotel, and on Monday They saw that it was good, thumbed their noses, and They Rested. A dancing Pavilion was erected as well as a Depot (Okay, a small 2-sided shed). Of course, there is a lot more to this story but...Oops, I'm out of ti...

Gaylen Dyreng Remembered



Railroad Family: Gaylen and Carol Dyreng worked our January 15, 1994 trains together, he as Engineer, she as Trainman. They are seen outside the Campo Depot, where they were married September 2, 1990. Gaylen's inspiration and decades of experience on the SD&AE will be sorely missed. Thanks for all your hard work, stories, and advice Gaylen! Our deepest sympathy and love to Carol, who is continuing the family tradition on the SD&A.

Photo by B. Schneider

The San Diego Railroad Museum lost one of its "real" railroaders March 5th, when Gaylen B. Dyreng died at age 63. The retired Santa Fe and SD&AE fireman, engineer and PSRMA member was laid to rest in his personalized Oshkosh railroader's bib overalls, cap, and bandanna.

Museum members were among those paying last respects at Glen Abbey in Bonita March 9th. A very large number, most in SD&A Railway uniforms, attended the Chapel service and

funeral the next day. Sympathy was expressed to Carol Dyreng and family. Carol Dyreng met and married Gaylen at the museum, where both were active workers.

During the Korean War, Gaylen served in the Navy aboard the U.S.S. Essex. He then worked for Trice Engineering in San Diego, but his love of railroading soon led him to become a fireman on the Santa Fe Railway. In 1957, he married his first wife, Donna, and began raising a large family. The marriage was dissolved in 1982.

In 1964, Gaylen was laid off by the Santa Fe, and in May 1965, began his career with the Southern Pacific-owned San Diego & Arizona Eastern Railway. Even after the line was bought by the Metropolitan Transit Development Board in 1979 and Kyle Railways became its freight operator, Gaylen continued to work for the SD&AE.

Gaylen also became a member of the PSRMA, and one of the first engineers on our SD&A demonstration railroad. He also took on other tasks at Campo for the museum. No job was too small or insignificant. If it needed to be done, Gaylen would do it! He also was a great storyteller, and passed on many railroading tales to other museum volunteers. His quiet, modest ways and fine sense of humor endeared him to all of us. Gaylen took a special interest in SP #2353. Having come to the SD&AE too late for steam, he dearly wanted to fire the Ten Wheeler when she again steams through Carrizo gorge.

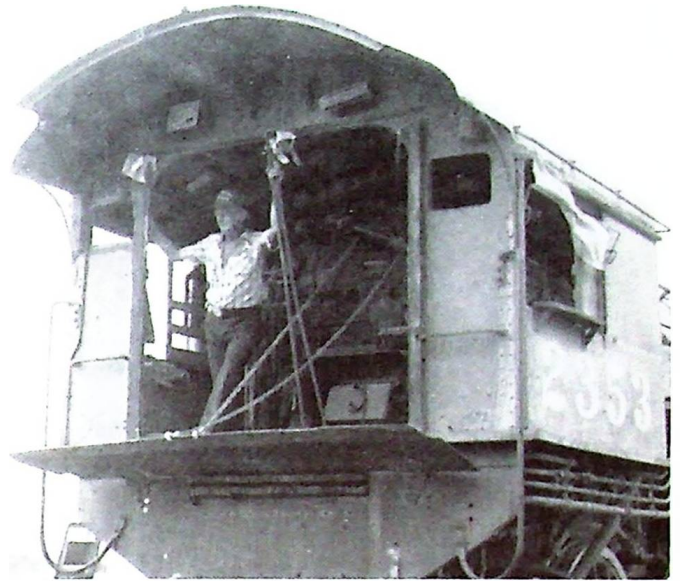
Gaylen first met Carol Curry of nearby Tierra del Sol at the museum in Campo. On Sunday, September 2, 1990 they were married in the picnic area at Campo Depot by Judge Larry Stirling. The ceremony was attended by many museum members, plus a host of visitors who'd come to ride the train and were given a special treat - the museum's first wedding! The Dyreng's soon moved to Campo, where they lived (with their many dogs) near the museum.

The chapel was filled to capacity at Gaylen's funeral service, conducted by Ken Skaggs, who also delivered the eulogy. Prayers were led by Steven Dyreng and Mark McLeroy. Gaylen's sister, Marilyn Maxfield, gave a fond tribute recalling his youth. Other siblings and many of his children and grandchildren also recalled memories. Gaylen's kindness and sense of humor were noted. "He was always thinking of others", one said. His habit of "tinkering, fixing, and building" was also recalled.

Navy pallbearers took Gaylen to the gravesite, followed by uniformed SD&A and cab crews. After a dedication by Steven Dyreng, a Navy Honor Guard fired a rifle salute, and taps were sounded. As it died away, a hunting grade crossing signal was blown on a whistle by a museum member, and Gaylen made his final crossing.

Gaylen Dyreng will be long and warmly remembered. When SP #2353 runs again, Gaylen will be in the cab! He'll also be there when she steams into his beloved Carrizo gorge. Let's not keep him waiting!

.....Bill Schneider



Gaylen Dyreng was the first PSRMA member to climb into the cab of SP #2353 after its arrival at Campo Depot August 11, 1986. A lot of memories came back as he surveyed the scene from the gangway.

Photo By B. Schneider



Looking for the Highball, Gaylen Dyreng took the engineer's seat of SP #2353 when it arrived. He'll be there in spirit when he runs again this year.

Photo By B. Schneider

SAN DIEGO RAILROAD MUSEUM

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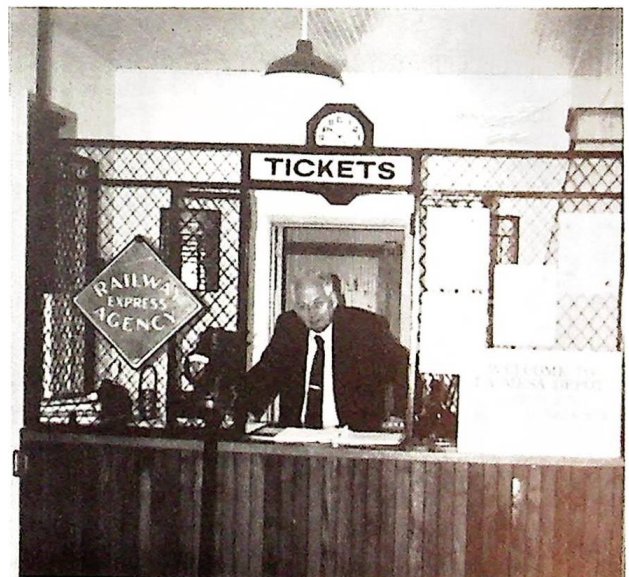
#107

INTRODUCTION

New Members March/April 1994

R. F. Arnold
Cecelia J. Babcock
Keith L. Babcock
Lowell Block
Don Bottomley
Grace M. Brunswick
Howard D. Brunswick
Ronald & Barbara Carlson
Suzanne Chambers
Candace Conwell
Bill & Alice Englander
Donavan Fuhrman
W. D. Hakkarinen, M.D.
Edith Hatcher
Wilbur Holton
John C. Hopkins

Richard Hores
Ivor Kraft
Irma C. Kriege
Bob Matheny
John & Barbara Mercer
Robin Moore
John Palermo
Denis F. Quinn
David Richardson
Elmer & Phyllis Roesler
Mr. & Mrs. J. F. Rodgers
Herb Savage
David J. Szalay
Kenneth Thompson
John Troy



Art Paget behind the ticket counter at the La Mesa Depot, March 24 1994. He is a great source of information in person and through his "books" there. Art also travels to and from the Depot by trolley. Some "non-railfan"!

Photo By B. Schneider

SAN DIEGO RAILROAD MUSEUM Presents
Saturday, June 25 & September 24, 1994

TICKET TO TECATE

A One-Day Rail Adventure in Mexico

Fare: \$35 Museum Non-Member, \$30 Membe, \$20 Children (12 and under)

Departure: Campo Depot, 10:30 A.M.



Take I-8 east to the Buckman Springs exit and drive south to the intersection with Highway 94, bear right to Campo, then left onto Museum property. Trains depart on time, so arrive well in advance of scheduled departure (drive time is approximately an hour from most points in greater San Diego area). There is plenty of parking at the depot. Boarding begins at 10:00 A.M. Snacks, soft drinks and souvenir items will be available on the train.

Once in Tecate, lunch is up to you. Bring a picnic, dine in one of Tecate's many restaurants or nibble on pastries from the food booths or panadarias. Stroll about to explore the sights and shops of this quaint border town. Relax and enjoy the lively mariachi music and entertainment. There is a special rhythm to be absorbed on a Saturday afternoon in the cheerful town plaza.

==> New Feature! New Feature!

We are now offering a one hour tour of the Tecate Brewery included in your ticket purchase. If interested, you may sign-up at the Campo Depot the morning of the trip. Tours begin at the Tecate Depot on arrival and are scheduled in groups of 40.

The train departs Tecate at 2:30 to return to the U.S. You will clear Customs and Immigration at the Campo Depot. As in all cases when you are traveling in a foreign country, carry proof of U.S. citizenship.

Return Arrival: Campo Depot, 3:30 P.M.

Space on this special excursion train to Tecate is limited, so complete the form below and mail it promptly. Include check for full amount payable to the San Diego Railroad Museum, or provide credit card information indicated. Late arrangements will be made by phone. No refunds after June 10, & September 12 1994. Phone: 619/595-3030



Mail to: RAILROAD MUSEUM, 1050 Kettner Boulevard, San Diego, CA 92101

Name: _____ Phone: _____

Address: _____

City/State: _____ Zip: _____

Member(s) _____ at \$30 Non-Member(s) _____ at \$35 Children _____ at \$20

Total Persons: _____ Amount Enclosed: \$ _____

Master Card ☐ Number: _____

or Visa ☐ Expiration Date: _____

Signature: _____

Train and tours filled on a first-come, first-served basis.

SDRM 9-9

- ☐ **June 25, 1994**

☐ **September 24, 1994**

SAN DIEGO RAILROAD MUSEUM *Presents*

Saturday May 28, 1994

A LEGACY RANCH BARBECUE

Train Excursion Offering Food and Festivities in the Scenic Backcountry!

Fare: \$45 Museum Non-Members \$40 Museum Members,
\$20 Children (12 and under) Per Person/Round Trip

Departure: Campo Depot 10:30 and 12:00
Please specify desired departure time



**COWBOY
WORLD, USA**

All aboard for our special train service on the historic SD&A Railway. Join us for the first all-day trip to the Legacy Ranch on an adventure into the Wild West! The ranch, consisting of 840 secluded acres surrounded by the Cleveland National Forest and Indian Reservation, is conveniently located at the Miller Creek terminus of the Campo train ride. The area offers the best of two worlds... a private peaceful setting with the freedom of open space within a comfortable distance to San Diego. The backcountry scenery is much as it was in the early years of the century and anyone intrigued by the history and romance of early train travel is guaranteed to have a wonderful time!

A 40 minute train ride brings you to the southern boundary of the ranch itself. After a pleasant walk across the meadow, you can follow the foot-stomping sounds of Al Turner and the KSON Flatbed Show to the barn area where a barbecue lunch of beef and all the trimmings awaits. (Lunch is provided by the Jacumba/Boulevard Kiwanis and proceeds will go to their scholarship fund.) Dress is casual - dig out your cowboy duds if you have them and wear comfortable shoes. A day of fun and surprises for City Slickers without the saddle sores! Transportation will be provided for those folks not wishing to walk to the barn. Trains will run on a shuttle schedule for the day, with the last train returning at 4:30.

To reach Campo, take I-8 East to Buckman Springs Road (45 miles) and drive south to the intersection of Highway 94 (12 miles), bear right to Campo and then left onto road in Museum property. Allow sufficient travel time - approximately one hour from the greater San Diego area. There is plenty of parking at the Depot. Boarding begins at 10:00 am.



Reservations are required and space on this trip is limited so complete the form below and mail or call promptly. Include a check payable to the San Diego Railroad Museum, or credit card information. If not full, late arrangements may be made by phone. No refunds after May 25th. Phone: (619) 595-3030

Mail to: Railroad Museum, 1050 Kettner Blvd., San Diego, CA 92101

Name: _____ Phone: _____

Address: _____

City/State: _____ Zip: _____

Member(s) _____ at \$40 Non-Member(s) _____ at \$45 Children _____ at \$20

Total Persons: _____ Amount Enclosed: \$ _____

Master Card ☐ Number: _____

or Visa ☐ Expiration Date: _____

Signature: _____

Train and tours filled on a first-come, first-served basis.

SDRM 9-9

DEPARTURE TIME

☐ 10:30

☐ 12:00

THE SAN DIEGO RAILROAD MUSEUM
75TH ANNIVERSARY CELEBRATION OF THE SAN DIEGO & ARIZONA
SUMMARY OF EVENTS

The San Diego Railroad Museum will mark the historic railroad's 75th Diamond Jubilee with a multi-faceted celebration. Events will be divided into four sections: A commemorative dinner, a train ride from Campo to San Diego, a return trip to Campo the next day and, a community-wide celebration the following weekend.

Friday, November 18, 1994 "Final Boarding Call"

A dinner in the Santa Fe Depot waiting room will kick-off the week's activities. The theme will be a lively re-creation of the 1920's railroad station bustling with activity. Guests are encouraged to come in costume to enjoy the international food and festivities.

Saturday, November 18, 1994 "SD&A Limited" - Commemorative Train

Buses will depart the Santa Fe Depot for passengers holding a ticket on the commemorative train. After a chance to stretch your legs at Campo, the train will board for the trip of a life-time. On board entertainment, food and lunch will be provided including a wine tasting for our VIP package guests. The ride will culminate at the Santa Fe Depot for debarking.

Sunday, November 20, 1994 "Spreckel's Special" - Photo Train

Spectacular trip back up the hill through Mexico to the Campo Depot. Train tickets will be available for the move back to our facility on Sunday. This trip promises to be just as exciting as the trip to San Diego.

Friday, November 25th through Sunday, November 27th "Community Celebration"

Come ride the train! Special activities will be offered at Campo all weekend for the public to enjoy. We invite visitors to spend all day riding the train, enjoying the festivities and entertainment, viewing a silent railroad film and attending the special programs featuring stories and songs of the railroad.

Ticket Package Pricing:

VIP Weekend Package \$250

includes dinner on Friday, bus trip to Campo, VIP seating on commemorative Saturday train, catered hors d'oeuvres and wine tasting on train trip

San Diego & Arizona Limited \$100

includes bus trip out to Campo, commemorative train ride ticket for Saturday and box lunch on train

Spreckel's Special \$150

includes the Sunday train ride to Campo and return bus transportation to the Santa Fe Depot, photo and sound run-by and a box lunch on the train

Friday Dinner Only \$75.00 per person

Honorary Engineers!! Ride in the locomotive!

The train trip is divided into 6 legs (3 down and 3 returning) for a seat as honorary engineer on the cab of the locomotive.

1. Two legs will be reserved for individuals submitting the 2 highest bids;
2. Donors to the event at \$500 and above will be automatically entered in a drawing for the remaining legs.

Super train enthusiasts make your bid now! Winners will receive photo documentation of your memorable ride.