



May/June 1994

REPORT

Vol. 245

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



It's a Century Old!

SDRM Director of Research/Trustee Bruce Semelsberger holds a Proclamation from La Mesa Mayor Art Madrid (which he read before the assembled multitudes), as Researcher/Trainman Allan Dillane points to a new plaque on La Mesa Depot designating it as La Mesa Historic Landmark No. 6. The smiling duo were celebrating the 100th Birthday of La Mesa's oldest building (restored by museum volunteers in 1980-1982) on Sunday, May 29th. It was a great day for the Depot and the Museum!

Photo By B. Schneider

From the Director of Campo Museum Operations

By Denby Jones

The first thing I would like to do this issue is introduce our new training officer, **Jim Baker**. In the past, this very important task has been handled by one person, usually from the Operations Department. Well, with the expansion that is taking place, our increased affiliation with the FRA (Federal Railroad Administration), and the magnitude of the task, the position has been raised to staff level. The training officer has its own department and reports to the Executive Director. Assisting Jim at this time will be **Jack O'Lexy** and **Pete Sheakly**. Welcome aboard gentleman, "Now, about that next Brakeman class"

If you have not had the opportunity to visit Campo and see your museum in action, do so. Along with the operation of the Display Train, the people working on Locomotive 2353, Locomotive 1820, rebuilding a truck on cafe observation car 1509, cleaning and repairing the passenger cars for the Display Train, and hopefully, within the next week or two, laying tracks 7 and 8. A lot of work is going on, but there is a lot on our plate. We have the 75th anniversary celebration in November, the new Display Building is to be erected, and of course there is the normal track and equipment maintenance. So, let's take a quick tour and get a look at what is being done.

As we approach the Car Barn, we notice that a lot of earth moving has taken place. This is the site of the new Display Building. **Don Getz** has prepared the pad and an area for two new yard tracks, numbers 7 and 8. Before we can pour the foundation for the new building, these two tracks have to be installed. We then can move the equipment off the existing Museum main line, and then move the Museum main over about 30 feet to give us clearance for the building. As you look railroad east, you will see the ties laid out for the construction of the new switch, and looking railroad west, stacks of panel track waiting to be laid down.

Moving across the pad towards the Car Barn, we can see Locomotive 2353 sitting on track #5. **Larry Williams** and crew have reinstalled the boiler, and there is a flurry of activity putting her back together to run for the 75th Anniversary. Crossing in front of 2353 on the railroad east side of the Car Barn, we come to the two hospital cars on track #5. **Allan Dillane** has set these cars up as a base of operations for cleaning and refurbishing our active passenger cars for the 75th

run. All we do is couple a car on to the string and he does the rest.

Next to them on track #3 is the truck from our Santa Fe Cafe Observation car 1509. **Jim Wilson** and crew have been busy turning it over (no small task when the truck weighs about 20 tons), removing the wheels, equalizer bars and springs in preparation for major repair. Stepping across to track #3 and following it into the Car Barn, we see Locomotive 1820 parked over the pit. She is in the final stages of rebuild, and will soon become a much needed addition to our operating fleet. **Dave Slater** and crew are busy installing the remaining cylinder heads on the right side of the locomotive. Brushes have been installed, brake work has been done, and she is getting ready to roll. Locomotive 1809 has just been rolled out after a 90 day inspection by **Jack O'Lexy**, and is taking locomotive 2104 with **Stan Paulson** down to put on the Display Train for testing purposes. Our machine shop is in full operation, supporting the rebuilding of 2353 and the maintenance of our other rolling stock.

Walking down toward the Depot, we see **George** is getting ready to lay a concrete pad. If it sounds like a lot of activity, it is, and it is just great!! We have identified goals, and the people are out in force to make them happen. So if you are in the vicinity, come out to Campo. I am sure someone would be more than happy to put a wrench, a paintbrush, or a wiping rag in your hand, or just talk trains.

So, see you at Campo !!



Going, Going, ... Soon Gone! The "San Diego Short Line" lettering on the SD&A Railway overpass of Highway 94 will soon be hidden from view by an additional overpass carrying a second track.

Photo By B. Schneider

Restoration News

By Ted Kornweibel, Superintendent of Restoration

Restoration continues on **AT&SF diner-lounge-observation 1509**, preparing for its unveiling in the Fall. The easy chairs and settees are currently being reupholstered, as are the cafe chairs, after much effort put into buffing their aluminum frames. About seven of the chairs are missing; does anyone know of any General Fireproofing Co. "Good Form" chairs, used in many railcars from the 1940s? They are made of aluminum square-tubing with vinyl seats and backs. We've traced the manufacturer, who is still in business under another name, but it won't produce new chairs unless we order a thousand. Just a few more than we need! Anyone out there spotted any?

All of the hardware has been installed on the new windows, and by the time you read this they are being put back into the car. This is a labor-intensive job, not taking a whole lot of talent, but a lot of hands. **WE NEED MORE RESTORATION VOLUNTEERS.** Call Ted Kornweibel at 461-0098 to sign up.

Excellent work on 1509 in the past few months has been performed by **Frank Lynch, Frank Stites, Ken Faller, John Harrison, Steve Wade, Jim Hamill, Dick McIntyre, Wayne Van Mourick, Ross Robinson, and Ted Kornweibel.** Several guys from the Mechanical Department have been working on the trucks, and I hope they get the mention they deserve in that department's report.

MoPac caboose 13936 is getting spruced up downtown, just waiting for the first train from San Diego to Campo over the repaired Rodriguez Dam bridge. A number of friends of **Norm Hill** donated funds to pay for professional cleaning of the caboose, and the interior has already been transformed from a grimy pit into a bright cabin so spotless you could almost eat off the floor. Next comes a professional detailing of the exterior to bring back its bright red "new from the shop" paint job. Our generous donors are **Ken Faller, Roger Garrett, Belden Rau, Jr., Steve Wade, Frank Stites, Larry and Tanya Rose, Brenda Bailey, Jim Lundquist, Eakles Hille, Jim Hamill, and Ted Kornweibel.** Thanks, one and all, for making it possible to bring to Campo a fully-restored, operational, and terrific-looking modern caboose. Norm would be proud!

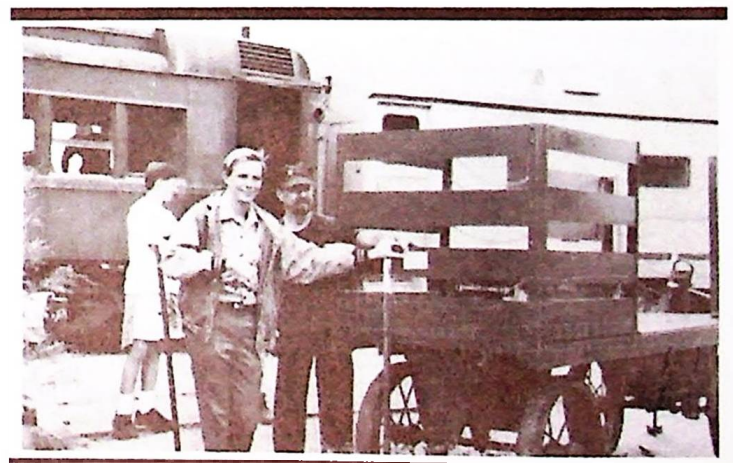
The restoration progress of **United States Army locomotive 1820** can be seen any day at Campo. The exterior paint is looking best-ever, and the innards are nearing completion. I know project superintendent **Dave Slater** would appreciate encouragement, extra help, and donations, so give him a call at 222-5442.

Proud To Be An Eagle Scout

By Ted Kornweibel

What does it take to become an Eagle Scout, the highest rank in the Boy Scouts? One requirement is an "eagle project," which the scout must plan, lead, and execute. Two exceptional young men have recently demonstrated their maturity and leadership by completing projects for the San Diego Railroad Museum. **Robert Eikel, Jr.**, of Troop 4 in La Jolla, received his eagle rank on June 5, 1994, after completing the restoration of the museum's **AT&SF coffin cart**, a unique baggage cart that could be mechanically raised and lowered to facilitate loading caskets onto and off of baggage cars. Robert, son of Museum member **Robert Eikel**, had good help from a number of younger scouts, whose names I don't have. But a grateful scout handshake (left hand) to all these fine young men. The cart can be seen in the Museum car shop at Campo.

The second eagle project was done by **Chris Marks**, of Troop 349, El Cajon, who restored a high-sided baggage cart. His able workforce included his father and mother, **Bob and Marueen Marks**, Maureen's sister **Ellen Argo**, and the following youth: **Andy Farmer, Mike Farmer, Ben Johnston, Mike Marks, Andrew Marks, Joel Forrester, Andy Castro, David Green, Brent Camren, and Ryan Camren.** Together they put in 242 hours on the project. Museum volunteers also helped at various stages; they include **Steve Wade, Allan Dillane, Dick McIntyre, and Ted Kornweibel.** The restored cart, complete with replica Railway Express Agency signs donated by **George and Nancy Boggs**, can be seen at the Campo depot, where it has already become a favorite photo backdrop for visitors.



Eagle Scout Chris Marks (left), Superintendent of Restoration Ted Kornweibel (right) and Andy Farmer (background) are shown on May 30, 1994 for the dedication of restored baggage cart.

At La Mesa Depot: The Most-Viewed Caboose Shows Many Changes

By Bill Schneider

One of two cabooses obtained for SDRM display from the same series, Southern Pacific #1058 illustrates how such cars were altered through the years to reflect changing needs. Obtained especially for display at the La Mesa Depot, it's the museum's most-seen caboose, due to a highly visible location on busy Spring Street.

This Class C-40-3 cupola-type riveted steel caboose was one of 185 in its class and 45 in its series, another of which (SP #1061) has been restored to its 1946-1955 condition at Campo. It was built by the Southern Pacific Company at Los Angeles in June 1941, just before the World War II halt in U.S.A. steel caboose-building.

SP #1058 has PFE and UP trucks, with Symington and Alcolid friction bearings; is 36'4 7/16" long; and weighs about 46,800 lbs. (23.4 tons). It has a Union coal stove, sink, water cooler, toilet, desk, end-facing vinyl seats at both ends, and other furnishings and equipment in its light green interior, which was rebuilt or renovated several times. When freight crews no longer had to sleep in cabooses, SP #1058's unusual bunks were replaced with a bench. An electrical system was also installed later.

Many mechanical changes were made to the car, including the addition of "frog-eye" blinker lights on its cupola (the frame is still there). Painted SP's Freight Car Red, it had its ends painted Daylight Orange about 1956 for better visibility. It was first lettered "SP 1058" with horizontal bars above and below the two-line number. In 1946, this was changed to a spelled-out "Southern Pacific 1058", with the horizontal bars retained. It was changed again in 1955 to its present "Southern Pacific 1058" in new block letters without horizontal bars.

After over 40 years of service, SP #1058 was retired and stored at SP's yard in Tracy, CA, destined to be scrapped. In late 1984, it was purchased specifically for display at the La Mesa Depot by PSRMA Board of Trustees Member Dan Marnell, who'd bought series sister SP #1061 in February 1984. Cleaned by museum members February 16, 1985, it was sent to San Diego on its own wheels March 5th via the SP and Santa Fe. After arrival, it was stored in SD & IV's Commercial Street yard in downtown San Diego.

On December 8, 1986, SP #1058 was donated by Dr. Marnell to the PSRMA. In January 1987, it was taken by the SD & IV to downtown La Mesa to replace SP #1061. It then became a permanent part of the La Mesa Depot Railway Museum, a joint PSRMA and La Mesa Historical Society exhibit. The depot, built in 1894 by the San Diego, Cuyamaca, & Eastern Railway, is now celebrating its 100th Anniversary.

After its arrival in La Mesa, SP #1058 was repaired and renovated back to its mid-1960's appearance by museum volunteer workers led by Restoration Superintendent Norman Hill. This included structural, carpentry, metal, and other work; the rebuilding of 17 window frames to replace old ones; the installation of door locks and wire window shields; repainting in Freight Car Red with light green interior; and



Beautifully restored interior of SP #1058 shows its steel sink, brass coathooks, toolbox/bench, door windowframes, overhead stretcher holder, and restroom.
Photo B. Schneider

relettering in white block letters. In recent years graffiti had to be removed, and in August 1993, it was again repainted Freight Car Red, this time with Daylight Orange ends, by Facilities Superintendent Steve Wade and Urban Corps Youth Project workers.

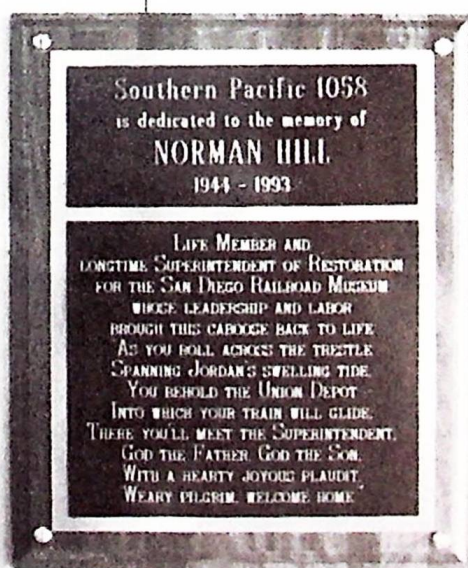
As a memorial tribute to Norman Hill, who was a driving force behind the PSRMA's 1970's-1980's restoration work (and loved cabooses!) and died last December, a plaque honoring him was dedicated and placed inside this "most-seen" caboose (on which he worked so hard) on Palm Sunday, March 27th, by his many friends and PSRMA co-workers.

Though in operating condition, SP #1058 can't be moved, as it's on a display track not connected to the adjacent SD & IV/San Diego Trolley line. Normally on exterior-only display, it's occasionally unlocked and opened for special pre-arranged tours or special events, such as the 100th Anniversary Celebration of La Mesa Depot on May 29th.

Like the historic depot near which it stands, SP #1058 is a reminder of railroading of the past, when cabooses were on the rear of nearly all U.S. freight trains, in contrast to today's now-cabooseless SD & IV freights and the sleek, modern San Diego Trolley LRVs rolling past it daily. The car also exemplifies the constant changes railroads made to their rolling stock as times and requirements changed.

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Information for this article was obtained from the SDRM equipment files and past REPORT articles by Larry Rose, and the author's inspections and railroadiana collection.



Plaque honoring Norm Hill in SP #1058 was dedicated to the former Restoration Superintendent's memory on March 27th.

Photo by B. Schneider

Norm Hill, Remembered

By Ted Komweibel

About two dozen friends of **Norm Hill** gathered at the La Mesa Depot in April to remember his many contributions to the Museum and to ensure that his legacy is not forgotten. Longtime member **Tanya Rose** thrilled and blessed us by singing two beautiful railroad songs. Several of those in attendance shared memories of Norm. Then everyone crowded into **Southern Pacific caboose 1058**, the last car Norm restored. Anyone who met Norm knew that he loved cabooses, so it was especially appropriate that a plaque detailing his service to the Museum was in a caboose into which he poured his life. Next time you are at the depot, look for the plaque, and be reminded that your Museum only succeeds because of the dedication of its many volunteers. If you haven't found your niche yet, call any of the superintendents or the main office, and we will help you find something enjoyable and rewarding to do.



Carol Dyreng would like to thank all the members and friends of the Pacific Southwest Railway Museum Association and San Diego Railroad Museum for their condolences, love, and support following the death of her husband Gaylen in March. The many cards, notes, and kind words of sympathy, and the beautiful floral arrangement from her fellow Trainmen (affectionately referred to as "penguins" for their black-and-white uniforms) were greatly appreciated by the entire family.

The presence of so many at Gaylen's funeral service was a wonderful tribute to him, and an expression of the regard in which he was held. It was appropriate that many wore railroaders' uniforms and work clothes, a gesture he would have appreciated. The final farewell whistle also was deeply moving. Thank you so very much !

Executive Directors Report

By Kay Carter

BULLETIN

Since the last REPORT, we were advised of an enormous all-day event planned for San Diegan on November 19th targeting 10,000 in attendance at the downtown Convention Center. After much discussion, the 75th Anniversary Committee decided that it would be wise for us to select another date for our own celebration dinner and train rides. Factors influencing this decision included press coverage, attendance, trolley access and no possibility of combining our events with the activities scheduled at the Convention Center.

The revised dates for the 75th Anniversary Celebration are:

Community Celebration at Campo (remains the same)
Friday, November 25th through Sunday, November 27th

Lots of free activities are planned at Campo - entertainment, lectures, movies and our train ride. Encourage your holiday guests to "get out of the house" for a day of fun and surprises.

Dinner at the Depot Train Ride to San Diego and Return Train Trip to Campo

New Dates Are:

Dinner At the Depot	- Fri, December 2, 1994
Gala Train Ride to San Diego	- Sat, December 3, 1994
Return San Diego to Campo	- Sun, December 4, 1994

We are sorry about any inconvenience to your schedule. Those 23 folks who have already reserved their seats for this event will be notified. We understand that the new dates move us into the Christmas season, so mark your calendars now!! We have already received wonderful response to this event and every indication is that all tickets will be pre-sold prior to November. Seating is limited.

If you wish to reserve your seat now, call Christie at the office, 595-3030 so that we can hold a place for you. Money will be collected as soon as the plans are finalized.

MEMBER'S CHECK LIST

As you know, we have embarked on an enormous undertaking with our plans to celebrate the 75th Anniversary of the San Diego & Arizona Railroad. The Museum Staff has spent many hours determining how we get "Ready for Prime Time". Through this issue are reports on projects with a deadline of November, 1994. Each project update includes a request for volunteers. Many of the activities can be done by a family or two and require no particular expertise - just some care and a desire to have the Museum put its best foot forward.

✓ Depot Upgrade: July and August

Plans include putting in new landscaping around the picnic area, construction of a few more tables, painting of tables where necessary, new fencing around the boarding area, painting of the boxcar and interior clean-up to convert to a video theater. In a word, we are hoping for a general spruce up to greet our visitors. Any time you can give to this project would be most appreciated.

Contact: George Boggs 789-4210.

✓ Equipment Clean-up: September and October

We have targeted several pieces of equipment to open for tours during the celebration. Pieces such as the UP diner are in need of some TLC. No experience is necessary - just soap, water and polish. Your family could adopt an artifact for the event - with a donation of your labor and time.

Contact: Richard Bordstadt 440-3683.

✓ Sign Program for Campo: July through October

Rich Bordstadt could use some help targeting new equipment, directional and historical signs for the Campo facility. You won't need to fabricate - just help with language, details and installation.

Contact: Rich 440-3683 or Kay Carter 595-3030.

✓ Mechanical Department: July through November

Some expertise required to complete the overhaul of our passenger fleet, however, Jim Wilson is looking for a few good people to assist with both the locomotives and coaches.

Contact: Jim Wilson 464-6023 (Work)

Alan Delaine will be heading the interior clean-up, plus repainting the roofs and Ted Kornweibel will be coordinating the exterior waxing. No special requirements for these jobs - but we sure need about 20 set of hand to complete.

Contact: Ted Kornweibel 461-0098.

✓ **Weed Clearing: June through November**

Although this job is never ending, we would like to have the track and ground cleaned up and looking fine! Think of the job as landscape engineering and make a valuable contribution to this effort with a rake and hoe.

Contact: Jack O'Leary 283-8009.

✓ **Track Work: June and July**

Our goal is to relocate the Museum mainline in preparation for the construction of the Display Building. Additionally, we will be installing at least track #7 and hopefully track #8. This is intensive short-term work and must be completed before we can move forward. Contact: Denby Jones 279-2419.

✓ **Last, but not least, Locomotive Project #2353**

The Steam Team needs as many volunteers as possible to complete the restoration by our deadline. They guaranteed a job for all skills! Don't sit back and hope the "other fellow will do it". YOU are the "other fellow"!

The group is now working Thursday through Sunday. Larry Williams will be on site most days during the summer months. This is a hard-working dedicated group of volunteers who could use as much support as possible.



As members of the Museum, we all want to be proud of the organization to which we belong. How about a friendly hand in making Campo a great place to visit??

Matching Grant is Offered

A special thank you to all of the members who promptly returned the contribution envelopes enclosed in the last issue of the REPORT. To date, we have received \$4,110 from these envelopes for Steam Locomotive #2353 which has been the major recipient of Museum funding for the last few months. We are more the half way there! The last update stressed the \$55,000 in funding was critical to complete the restoration. Through the efforts of Dan Marnell, Judson Grosvenor has offered the Museum a matching grant of \$15,000 if we can provide a two for one match. We have two months to accept the challenge and raise the additional \$30,000. By June 10, we had raised \$13,400 in donations and commitments which will be allocated to the match. Once again, we ask that you, our members, make a financial contribution to this project if you have not already done so. The timing couldn't be better. **Send your donation to the office TODAY, so that it can be counted in the matching funds!** Thanks to Judson for the offer and to our membership for their continued support. \$16,000 separates us from Steam in '94! We CAN do it.



MaryAnne Thompson was the fireman on USAF #2104 January 15th. She serves in other museum roles and is on the Board of Trustees.

Photo By B. Schneider

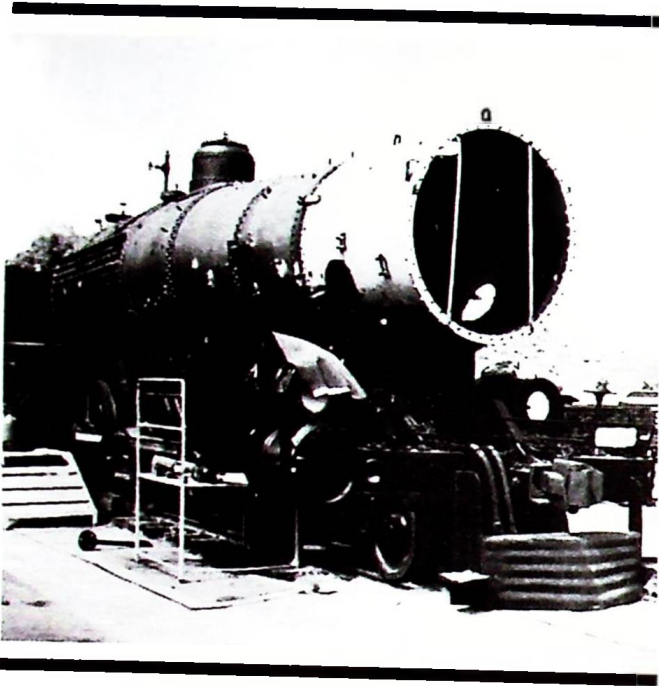


Conductor (and Safety Superintendent/HOT SCOOP Editor) Lew Wolfgang imparts railroading lore to another generation. Shown is Cub Scout Sammy White during a Miller Creek run in April.

Photo By B. Schneider

Steam Locomotive's Boiler Returns to Campo

By Dick Pennick



The Boiler is Back! SP #2353's boiler was brought back from Fraser's Boiler Works in San Diego on May 6th. This photo taken a day later shows it before the Steam Team volunteers began putting back all the other parts.

Photo by B. Schneider



On Friday, May 6th, S.P. 2353's newly-refurbished boiler returned to the Campo museum site the same way it had left: on the back of a lowbed highway trailer.

Ten months earlier, on July 8, 1993, Vern Cook and other Steam Team Volunteers had removed the boiler from its frame with the Museum's old American locomotive crane and set it gently onto a lowbed trailer for a 1 1/2 hour ride to Fraser's Boiler Service in San Diego.

Fraser's, on National Avenue between Beardsley and Sigsbee, is a block south of the site of the San Diego & Arizona Railway's long-gone enginehouse on Newton Avenue, where engine 2353 often shared stalls with other S.P., SD & A, and SD & AE steamers during its tenure on the local line.

At 7:30 a.m. on the morning of the move, a unit from Cal Crane arrived onsite at the Newton Avenue entrance and

set up below the twelve-foot high wall separating the street from the 2353's boiler just inside the Fraser compound. As the riggers prepared the crane, a lowbed trailer from Burns & Sons Trucking pulled up and backed into position to receive the repaired boiler.

In the midst of all of this activity, parents began arriving to drop off their children at the elementary school across the street. So Tony Neece, Richard Dick and Dick Pennick were pressed into emergency service as traffic controllers. Gradually, activity in the street quieted somewhat and the Steam Team volunteers pitched in to help with the cable rigging on the boiler.

When all was ready, the old boiler was gently raised, swung over the top of the wall (to the click of camera shutters), and positioned on the trailer. By 10 a.m., the boiler was tied down and ready for its homeward journey.

Since the crane used to load the boiler was required on another job, a second crane had been commissioned to do the unloading at Campo on its way back from a job in Imperial Valley. Cliff and Dick Pennick left to meet this crane at I-8 and Buckman Springs Road and escort it to Campo.

Although there had been no media types covering the morning loading activity downtown, Clay Farrington, a reporter/photographer from the San Diego Union-Tribune, was



STEAM TEAM workers Cliff Pennick and Kathy Rice work atop SP #2353's frame while Cliff's son, Dick Pennick, and Larry Williams smile for the camera. Larry leads the Steam Team, and he and Dick are on the Board of Trustees.

Photo By B. Schneider

onsite at Campo to chronicle the replacement of the big ten-wheeler's boiler back on its rightful perch. A large two-photo spread appeared Saturday on the front page of the Local section of most editions.

Helping at San Diego and/or Campo were Dick Nelson, Richard Dick, Wayne Van Mourick, Cliff Pennick, Tony Neece, Ken Kahan, James Balnus, Gordon & Louise Buck, Larry Williams, Jim Baker and two cinematographers from San Diego State University.

Fraser's Boiler Service, Cal Crane, Burns & Sons Trucking, San Diego Union-Tribune Publishing Company and our hard-working Museum volunteers deserve a large "Thank You" for another job well done! All that is left now at Fraser's are the bills, and contributions are desperately needed now to help defray the cost of this very important restoration. Contact the Museum at (619) 595-3030 for more information.



Brightest Dome at Campo isn't on a steam locomotive! It belongs to Richard Dick, who ran SP #2353 in the "old days", and intends to do so again. The veteran SD&AE hogger is one of the hardest workers and chief inspiration of the Steam Team. And always a step ahead of everyone else!

Photo B. Schneider



Fred Perry (center), a UP engineer and part of the team that restored AT&SF #3751, has been working with our Steam Team to expedite the full restoration of SP #2353. He is seen here with Mike Reading (left) and Campo Operations Director Denby Jones (in SD&A engineer attire) on January 15th.

Photo By B. Schneider



Yes, there is wood on SP #2353! Duane Leal works inside the cab on the Ten Wheeler in April, with the frame and one of its domes in the background. They'll all come together very soon!

Photo By B. Schneider

BRIEFS

By Bill Schneider

The PSRMA Board of Trustees meets the fourth Tuesday of every other month. Following are summaries of items at recent meetings. An extra meeting was held in April due to lengthy discussions on the restoration of SP #2353 and SD&A 75th Anniversary of Completion event planning.

March 15th

- Terry Durkin submitted a letter of resignation from the Board. A Life Charter member, his contributions for 33 years were noted, and appreciation expressed by the Board.
- Applications were filed for city and county TOT funds, and for an IMS grant.
- A proposal was submitted to hold the 1997 TRAINS convention in San Diego.
- President Starkey, Executive Director Carter, Chairman Glenn Reiter, and Coordinator Maxine Coover explained the draft plans for the SD&A 75th Anniversary Celebration in November, including staffing and financing. This will involve the entire community, and include San Diego-Campo trips behind SP #2353. After lengthy discussion, the Board voted to adopt and implement the plan.
- Treasurer/Steam Team Chairman Larry Williams gave a detailed briefing on the restoration of SP #2353. He noted work is on schedule. Remaining "critical tasks" can be accomplished by November if more people help, and if financial needs are met. About \$55,000 is needed, \$25,000 of it in two months. The Board discussed at length immediate fund-raising possibilities.
- Appreciation was expressed by the Board to all Steam Team Members, many of whom attended the meeting.

April 26th

- The draft amended Quit Claim Deed for property we're purchasing from the County in Campo has been received.
- An additional \$13,000 donation was received from James Mills for AT&SF #1509 renovation, bringing the total for the car to \$24,000. Sen. Mills also provided \$2,500 toward SP #2353's restoration, and \$5,000 for architectural plans for the Santa Fe Depot Baggage Building remodeling. He will also work on plans for the South Bay (Coronado) line.
- An alarm system is in place in the Campo Depot.

- Kennecott Copper Business Car #100 will have to be moved out of La Mesa to Campo.
- Our museum's accounting program is being replaced with the more advanced PEACHTREE system for future demands. Kelly Wright will be the new museum volunteer Accountant.
- A Board of Trustees Retreat will be held, with Glenn Reiter as Facilitator. The **Role of the Board and Finances** will be the topics. **Marketing and Public Relations** will be topics at a later meeting.
- Carter and Reiter reported on progress on the SD&A 75th Anniversary of Completion Celebration, including the appointment of Al Reese as Public Relations Chairman.
- Williams reported on SP #2353 progress, including about \$5,000 to \$6,000 now coming in. He reiterated that the biggest task is raising \$24,000 within the next month to have the locomotive mechanisms work done, and stressed how critical this is now if we are to complete all work by November. Much Board discussion, with many suggestions implemented, including a telephone blitz by Board Members. The Board voted to authorize Williams to borrow \$24,000 short-term, if required to fund immediate work.
- There may be a future problem with our trips into Mexico, as most U.S. insurance carriers do not wish to handle tour coverage in Mexico.
- We are inserting train ride coupons in the quarterly **Exit/Info** guide (375,000 copies per issue)
- A plaque commemorating the 100th Anniversary of La Mesa Depot will be unveiled May 29th.
- The Board discussed methods of moving two of the old SD&A carbodies at Jacumba to Campo at the lowest cost.
- A invitation to have steam locomotive AT&SF #3751 come to San Diego to meet SP #2353 during the 75th Anniversary Celebration will be extended, however, stipulating that we could not pay its expenses due to our financing the Celebration.
- The Board discussed personnel matters in Closed Session.

May 24th

- President Starkey will explore the possibilities of having Pro San Diego do some management evaluation for us.

- Fundraising flyers for SP #2353 raised \$1,190 from members in only three days. Another \$3,000 was donated by Board Member Bill Niedrich, and \$4,000 by vommitted by another donor.

- Grading and other work for the new Display Building at Camp is underway. Much trackwork will be needed.

- The Board voted to renew the museum's contract with James Mills from June 1, 1994 to May 31, 1995. It was noted his work for us has been of great assistance.

- The Board retreat will be held Saturday, July 9, in the office of Vice President Frank Lynch in San Diego.

- The Board voted to send a letter to the National City Depot Committee requesting our museum be placed on their list of those to receive informational items and any requests for proposals concerning the redevelopment of the historic 1882 depot.

- Plans for the SD&A 75th Anniversary of Completion Celebration in November were discussed at great length, with Carter and Coover explaining many items, flyers, and hand-outs. These included package plans for the various events, pricing, awards to major SP #2352 donors, etc.

- Williams reported Goulton Marine Services agreed to accept \$5,000 down plus expenses and \$1,000 a month until paid off to do the machining work, and we are on their June calendar. A "go/no go" determination on SP #2353's availability in November will be made May 31st. Williams raised his estimate from "50/50" to "...about 65/35", based on funds being available and more hands at Campo. The all-volunteer Steam Team is now working Thursday through Sunday every week!

- Board Members will conduct a phone blitz for SP #2353 donations. Gold Spike Life Member Dr. Judson Grosvenor will match \$1 for every \$2 we raise (up to \$15,000) by July 15th from his foundation. A Line of Credit is also being pursued, to insure funds will be available if needed.

- Reservations for the planned Campo-San Diego and San Diego-Campo train trips in November are being accepted. Money will be gratefully accepted once all plans are finialized.

- The sale of inoperable AT&SF caboose #2286 did not go through, and other possibilities (such as operations office or food sale) are being studied. A July 1st deadline was set for removal of non-museum machinery stored at Campo.

Media Features La Mesa Depot, S.P. #2353

By Bill Schneider

Photos of the La Mesa Depot have been popping up all over, which is appropriate for its 100th Anniversary year.

The 1994 La Mesa Chamber of Commerce Guidebook features a photo of the depot on its cover, featuring Cliff Pennick. And a photo of the display train there is on the cover of Pacific Bell's Smart Yellow Pages (East County edition).

Page 38 of the widely-read May 1994 Sunset Magazine not only has a photo of MN #3 and PFE #11207, but also a brief guide to downtown La Mesa (referred to as "Train Town") entitled "Making tracks for history in La Mesa".

The restoration of steam locomotive S. P. #2353 has not gone unnoticed, either. The May 7th San Diego Union-Tribune carried a report on the front page of Section B on the moving of its boiler back to Campo. The East County edition also included photos of the move, including one of Richard Dick, Wayne Van Mourick, and Dick and Cliff Pennick, who's thinking of becoming a professional model!

We need this type of publicity to keep our community and educational work in the public eye, as support from individuals, groups, and governments is important to us!



SDRM Research Library Staff Members were out in La Mesa May 29th to operate a fundraising refreshment stand at the 100th Anniversary Celebration of La Mesa Depot. Laura Emery, Allan Dillane, and Kevin Emery posed for the camera. Photo By B. Schneider



Homing in on the Depot's 100th birthday party, a westbound San Diego Trolley LRV speeds past along a right-of way that has been in use since 1888, as celebrants munch on birthday cake.

Photo By B. Schneider

Longest Homer Railroad Assisted

Baseball's Hall-of-Famer Ted Williams was the last major leaguer to bat over .400 (in 1941), and may have hit the world's longest home run in San Diego! With help from a very accommodating railroad!

As the story goes, the "splendid splinter" was playing for the old San Diego Padres of the Pacific Coast League prior to moving up to the Boston Red Sox. In a home game at Lane Field near Pacific Coast Highway in downtown San Diego, Williams got the "sweet spot" of his bat on the ball, and tagged it. The ball went over the fence, kept going, bounced a few times, and then went right into the open door of a car on a passing Santa Fe freight train, which continued on its way! Whether to NationAL City or Los Angeles isn't remembered, but in any case, no batted ball ever traveled further! Or so they say.

Williams doesn't remember it happening in a game, but he says it's possible it may have happened during a batting practice. True or not, it makes a great story, and we're grateful to broadcaster Ken Kramer for repeating it over KGTV/Channel 10 recently.

By Bill Schneider

Special Excursion

The Legacy Ranch Barbecue was held on May 28th with approximately 90 people in attendance. Staff and volunteers who worked the train are asked to critique the event. The food was outstanding, provided at the last minute by the Gourmet Rotisserie (The Kiawanis Club needed 200 guest to be able to break even). However, we are working on a smoother drop off point to the ranch. The setting is beautiful but the sunny day was HOT! We will schedule again next year when the weather is cooler. Thanks to the hardy group who joined us on our first time out. Special thanks to Mike Retz and the Legacy Ranch "cowboys" who came out on horseback to assist.

By the time this goes to print, we will also have had another trip to Tecate on June 25th. Reservation as of June 8 stand at 200, so we should have a successful excursion. SDSU has recently used this trip as a class marketing study. The five interns who worked on the project have made an excellent presentation to the staff with some well thought out recommendations for expansion. The Brewery Tour has been well received and we would like to add other features to attract return patronage.

By Kay Carter

Building at Campo

By George Boggs

Enthusiasm at Campo is growing. By Fall, hopefully it will be absolute frenzy! So much is going on in preparation for the Diamond Jubilee in November. Others have updated you on the 2353 project, the 1509 project, etc. But still another major endeavor is the construction of a new 14,000 square foot Display Building. This project has been stagnant for several years, partially because of frustration over San Diego County Major Use Requirements. About five months ago, I decided to take the bull by the horns. A face to face meeting with County management was scheduled to ascertain what had to be done to move this project off dead center.

The major obstacle has been the attainment of a Major Use Permit (MUP). After much maneuvering our requirements have boiled down to four general areas:

- (1) Certain safety and electrical matters in our Car Barn.
- (2) A landscape plan.
- (3) Legal access to our property.
- (4) Submission of an updated overall facility plan.

The MUP must be addressed and satisfied before we can obtain a building permit for the new Display Building.

Coincidentally, a search for a building manufacturer was started, looking for the most building for the funding we have available. The building is to be the pre-fab steel construction type.

Now, for a progress report. In respect to the MUP, the Car Barn requirements are 95% completed and readied for County inspection. We have a group of students from SDSU under the guidance of David Richardson working on the landscape plan. This area is moving forward and includes plant selection and placement and the design of an irrigation system. This phase should be completed and ready to submit to the County in a couple of months. Special thanks go to Monica Mroz of Wimmer/Yamada Landscaping for donating her time and expertise. The legal access issue, after very frustrating negotiations with the County has now been resolved with the acquisitions of "Parker Road" and the waiver of the extremely onerous Sheridan Road paving requirement. The updated overall facility plan can be deferred until after the Display Building is completed.

The new building has been purchase at a very attractive price through a negotiated generous concessions in price. Our sincere "Thanks" to Arco Building Systems, INC. of Norcross, Georgia for working with us. Thanks must also go to Rick Engineering in San Diego who has done the survey-

ing of our building site. The next phase is to design and engineer the foundations for the building. Don Getz agreed to serve as construction foreman and co-ordinate the actual construction. Grading should be completed by the time this issue of the REPORT is out.

Another related activity is the Depot Restoration and Improvement Project (DRIP). Initially this will provide general cleanup, landscaping and various improvements in the Depot area and the Front Entrance Gate; again this project is in preparation for the 75th celebration. Plans for this phase will be completed very soon and be ready for implementation.

All of this sounds interesting and exciting?? IT IS a very exciting time and a major move for the Museum. I hope many if not all our members can get involved. A lot of work needs to be done; including small individual or small group projects which, when added together will accomplish the above major goals. We need a lot of non-technical tasks such as painting, gardening/planting, installing irrigation lines, simple carpentry in our picnic area, etc. Also needed are donations of plants, materials for picnic area, paint, etc; a good flag pole for the picnic area; a major sign for the front entrance gate. Contact George Boggs for specific information and details (619) 789-4210.

NOW is the time you can really get involved even in a small way. There are many ways to help - big and small.

Be a part of the 75th!



ATTENTION
COMPUTER EXPERT
NEEDED!

Office Manager Bobbie Ringersma greatly needs the assistance of a computer expert. She is looking for someone with indepth knowledge of Paradox & MicroSoft Access. If you can help, please call the museum office at (619) 595-3030.

THANK YOU

By Kay Carter, Executive Director

Several individuals and companies have provided assistance to the San Diego Railroad Museum over the past few months. We are most appreciative of their support! In some instances, financial restraints are such that the projects would not have gone forward without their donation of expertise. We extend an enormous thank you to the following:

✕ **Lyle Gabrielson, Bob Ledger and the crew from Rick Engineering** who donated the survey work necessary to relocate our track and provided site work for the new display building.

✕ **Marco Widell of Community Security** who donated and installed the new alarm system at the Campo Depot.

✕ **MTDB** for the railroad ties to do maintenance on the SD&AE track.

✕ **Daniel Botello and Fred Byle of SD&IV** who have donated free equipment moves, use of their facility at San Ysidro, expertise to install the new switch in the upper yard. Thanks gentlemen!

✕ **Larry Goemann and Brian Simpson**, the truckers who handled the tie move from San Diego to Campo at 1¢ per mile.

✕ **Ken Kahan** who provided his equipment to haul several loads of ballast at very generous terms.

✕ **George Boggs** for his on-going efforts as Project Manager to keep the Display Building moving forward, **Don Getz** who donated his time to grade the entire site and the **John Daley and The Daley Corporation** for underwriting a portion of the heavy equipment, **Mike Reading**, who has been working during the week to install track #7. The goal to erect the building by the 75th is moving closer to reality thanks to these gentlemen, corporations and volunteers.

✕ **Frank Lynch of Parsons Brinkerhoff and the crew of Herzog Construction** for loading the ties at the Wright Street Yard.

✕ **Ralph Barber** for graciously agreeing to do the necessary concrete drawings that will provide the footings and stem wall of the new display building.

✕ **AT&SF Railroad** for their donation of a free move for the new USMC locomotive.

✕ **Lou Pennix and his terrific staff at Bell Blueprinting** for donating all of the enlargements, copies and reproductions to the Museum. This company has not only been a joy to work with, but has saved us a great deal of money in services on both the Display Building, Landscaping Plan and reproduction of library materials.

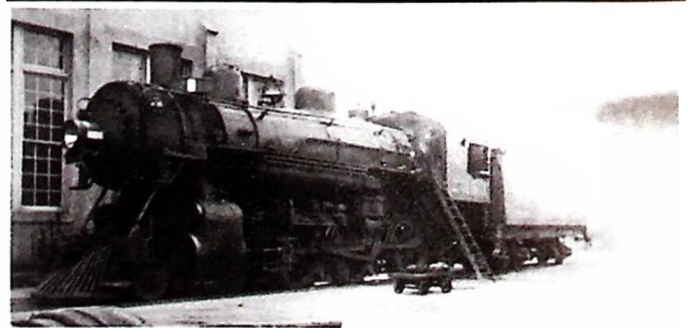
✕ **Jack O'Lexy** (who is providing coordination) and the staff at the **Camp Barrett Correctional Institution** along with volunteer **Herb Savage** for the never-ending job of weed abatement at Campo.

✕ **Roger Garrett and our LA supporters** for pitching in and staffing our booth at the June 11-12 1994 Big Train Show in Long Beach.

✕ **All of our Superintendents** have worked hard to keep the equipment operational and projects on track with the 75th Anniversary event upon us. Special thanks, however, go to **Jim Wilson, our new Mechanical Superintendent**, who has miraculously performed not only his own difficult job, but lent support and time to other critical projects where an extra pair of hands were needed. I am not sure how Jim's doing it, but his enthusiasm has spread to his "friends" who have donated expertise and advice at Campo. When Jim says "I asked a guy to stop by and take a look at it. . .", stand back! Thanks Jim and welcome aboard. We need your enthusiasm and quiet competence.

✕ **Last, Larry Williams and the members of the Steam Team** who are working so hard against our deadline. **Richard Dick** reports on the many "glamorous jobs" you are doing to get the Ten-wheeler rolling (slow, dirty and aggravating all over again!) We will all reap the benefits of your dedication. At the half-way point, we extend a heartfelt thanks along with a hefty pat on the back!

Of course, we sincerely appreciate the effort of both the volunteers and Board members who freely give of their time, advice and experience to keep us moving. With so many varied projects underway, we would be lost without you!



This photo of SP #2353 was taken in San Diego in 1937 near the SD&AE roundhouse.

Photo - Chas. McNeel Print - Bob McNeel

Special Note

Here's a great opportunity for a member to combine their love of railroading with a chance to see Mexico! Bill Wallace, of Bananafish Tours, reports that after 30 years, he is selling his business. Bill has been a good friend to the San Diego Railroad Museum, leasing us cars, providing advice and service on our Copper Canyon and Puerto Penasco trips. As Bill says, we have enjoyed a great "partnership", but now, he would like to pursue other things.

Bananafish Tours handle about 10 trips per year in Mexico. The equipment is housed in Mexicali. For sale are two sleepers and a lounge car, plus the tour business itself. Other pieces of equipment are negotiable. If you are interested, contact Bill directly at 659-3027. Make sure you let him know where you learned of the sale. If the buyer comes from the Museum, Bill will be making a donation to the SDRM.



Jim Lundquist, later President and first Executive Director of the Museum, and Larry Rose, its General Superintendent, architect, and REPORT editor, work on rebuilding the La Mesa Depot in June 1980.

Photo from PSRMA files

The La Mesa Branch "The Cuyamaca Line"

The railway outside the La Mesa Depot is an active railway SD&IV freight trains run through Encanto, Lemon Grove and La Mesa to El Cajon and return at night, when the San Diego Trolley is closed down.

Opened in 1889 as an independent railroad, the line today is a branch line of the SD&AE. Since 1979, The SD&AE has been owned by the Metropolitan Transit Development Board which in turn contracted with Kyle Railways, Inc., a short line operator, to run the freight trains and maintain the track and right-of-way.

The La Mesa Branch, once called the "Cuyamaca Line", was built in the years 1888-89 as the then-San Diego, Cuyamaca & Eastern Railway Company. Opening day was either March 30 or 31, 1889, when three excursion trains were operated to Lakeside. Dinners were available for 50¢ at the Lakeside Hotel and California Governor Robert W. Waterman, builder of the railroad, was the featured speaker. Time card No. 1 was in effect Monday, April 1, 1889. One passenger train made one round trip each day. By July of the same year, trains were running to Foster, located at the base of today's San Vicente Reservoir.

Intent of Governor Waterman and associates was to extend the railroad to the vicinity of Needles via Ramona, Warner Springs and desert passes for connections with the Southern Pacific and the Santa Fe. A spur to the Julian mining area was also planned. These goals were never realized.

Passengers service, initially, was by steam passenger train. Trains were usually one to three cars in length and they carried U.S. Mail and Railway Express as well as passengers. Up to eleven round trips were made daily, including a mixed train and a freight train. A McKeen direct-drive gasoline powered motor car was assigned to many schedules in the years 1908-1911: three gas-electric motor cars were placed in service in 1916. These soon replaced the steam trains and they provided service until March 4, 1928, when all passenger service was discontinued.

Trains of the La Mesa Branch have operated under several railroad names. They are: San Diego, Cuyamaca & Eastern, 1889-1909; San Diego & Cuyamaca, 1909-1912; the San Diego & Southeastern, 1912-1917; San Diego and Arizona, 1917-1933; and the San Diego & Arizona Eastern, 1933 - to date.

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May/June 1994

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Joan S. Wright
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Report

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