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REPORT

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



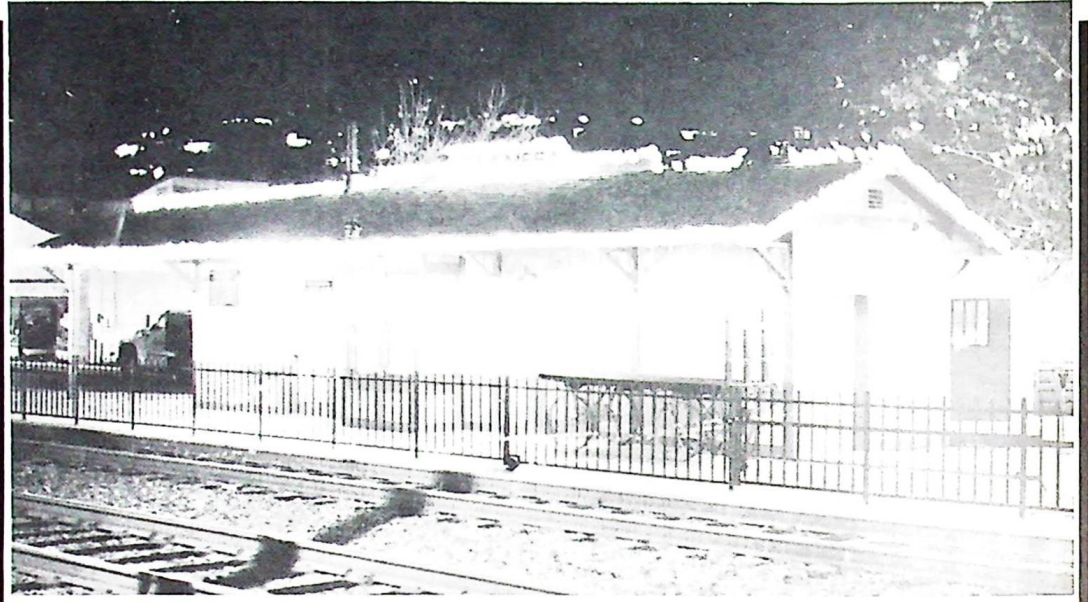
THE PAST IS PROLOGUE! SP Ten-Wheeler #2357 proudly pulls eastbound eleven-car SD&AE passenger train #362 through the downtown San Diego yards enroute to Campo and points east on May 17, 1946 in this classic shot by noted rail photographer Stan Kistler.

La Mesa Depot Christmas Celebration

By Roy Pickering

Friday December 9th and 16th, 1994, marked the first time that the Museum has put Christmas lights on the outside of the Depot. These two evenings from 6 to 10 pm, the Depot and caboose were open for the public in conjunction with the City, Chamber of Commerce and Merchant's Association of La Mesa's Annual Christmas Celebration.

While visiting the Depot, folks were offered hot coffee, cider and chocolate. All of the little ones also were given candy canes. Christmas music floated across the rails of time as grandparents talked of the old days and children asked their many questions.



The La Mesa Depot ended its Centennial year in a blaze of glory - ablaze with thousands of brightly-colored Christmas lights, and a real coal fire in its potbelly stove. A beautiful and nostalgic sight!
Photo By Bill Schneider

The caboose was decorated with a Christmas tree and brakeman lanterns and lights. Since it was very cold out, the old pot belly stove was fired up in the Depot to the delight of everyone who stopped in. To fire the stove, coal was used thanks to the generous donation from the SITE 94 art exhibit that took place in the Santa Fe Union Station. Many adults and children having never seen coal let alone see it burn were fascinated. The kids were allowed to help bring the coal in from the caboose and then toss a chunk into the stove much to their delight. For those bad little girls and boys, chunks of coal for their Christmas stockings were for sale in the Depot.

All of this was made possible by **Bruce Semelsberger and Roy Pickering** who were dressed in their conductors uniforms to add to the atmosphere of the evenings. The **La Mesa Merchants** donated \$50 worth of lights to decorate the Depot.

SDRM Santa: It's Give, Not Gimme!

When Santa rode our museum trains in December, he made a point of teaching children the real spirit of the season. He didn't just ask "What would you like for Christmas?" and leave it at that. He also asked each child to give him something!

Santa (who closely resembled Jim Friedlan!) asked that a glass of milk and a few cookies be left out for him on Christmas Eve. It was very serious stuff, and the wide-eyed, happy youngsters promised they would! It was a subtle way to teach an important lesson --- and many a mom and dad realized there is more to our museum than trains!

... Thanks Santa!

Carrizo Gorge Featured

The January 1995 Pacific Rail News includes an excellent article on the Carrizo Gorge (using the SD&A's "Carriso" spelling) by Don Gulbrandsen and Gordo Glattenberg.

It uses many Glattenberg SD&AE photos from the 1960's and 1970's, and includes an up-to-date SD&AE map. The San Diego Railroad Museum, its trains, and phone number are also noted. The assistance of the San Diego Railroad Museum's Executive Director, Kay Carter, is acknowledged.

From the Director of Campo Museum Operations

By Denby Jones

The first thing I would like to do is to thank everyone, all the volunteers, Office Staff, Event Coordinators, everyone that took an active part in the 75th Anniversary Celebration for a job well done. The Campo facility looked great. There was good entertainment for the patrons. It was well coordinated and we even had a small steam engine in operation. It appears that everyone that attended enjoyed themselves. The art show downtown was excellent and the dinner as extremely well done. My only regret is that all of you that are reading this were not able to attend. Again, my thanks to everyone, especially Kay who was the driving force.

So now that is over, what is next??...

Our **Santa Fe** cafe/observation car 1509 has been beautifully restored by our Restoration Department. The front truck has been removed and is being repaired by **Jim Wilson** our Mechanical Superintendent and **Mike Reading**. The car should be on the Tecate trip on January 28th. It will be great to see that car back in service.

Locomotive 1820, the sister to **MRS 1809**, the locomotive that pulls our demonstration train, is still experiencing teething problems. But **Dave Slater**, the project coordinator and his crew are diligently working to bring her on line.

Locomotive 7285, the 80 ton GE that we acquired from the Marines, has been repaired and should be at Campo and in service by the time you read this.

Our **Southern Pacific Steam Locomotive 2353** is well on its way to completion and we hope to have it operating by Spring. **Larry Williams** and his crew have done wonders. She will be a welcome addition to our operating inventory.

We recently installed a pedestrian bridge at the railroad east end of the property to facilitate the tours. This allows passengers to leave the train at the east end and enter the complex through Rail Buff Bluff. From the top of the bluff, you get an outstanding initial view of the complex. The tours can then descend to the yard level for close up views of the equipment. **Rich Borstadt** has done an excellent job of "blocking" the equipment so each category can tell its story. This modification also cuts down the walking distance by about 40 percent.

George Boggs and **Steve Wade** coordinated the installation of the new flagpole at the Depot. A new fence has been installed trainside and the waiting area behind the Depot has been bricked. George has also enlarged the picnic area. **Thomas Lee Braginton** and his wife **Linda** have converted the old SD&A Boxcar at the depot to a theater. They have done an excellent job. It received extensive use during the 75th celebration.

George Boggs is also the Project Manager for the New Museum Building Project. The Museum main line has been moved. Track 7 has been installed and bids are being awarded at this time for the concrete work.

Congratulations to **Jim Wilson** who was promoted to Switchman, **Mike Reading** and **Wayne Van Mourick** who were promoted to Brakeman, and "**Chop**" **Kerr** and **Charlie Zigelman** who were promoted to Conductor.

That's it for now, so see you at Campo!



The Stars and Stripes and the California Bear State flag fly proudly over Campo Depot November 25th. Really First Class!

Photo By Bill Schneider

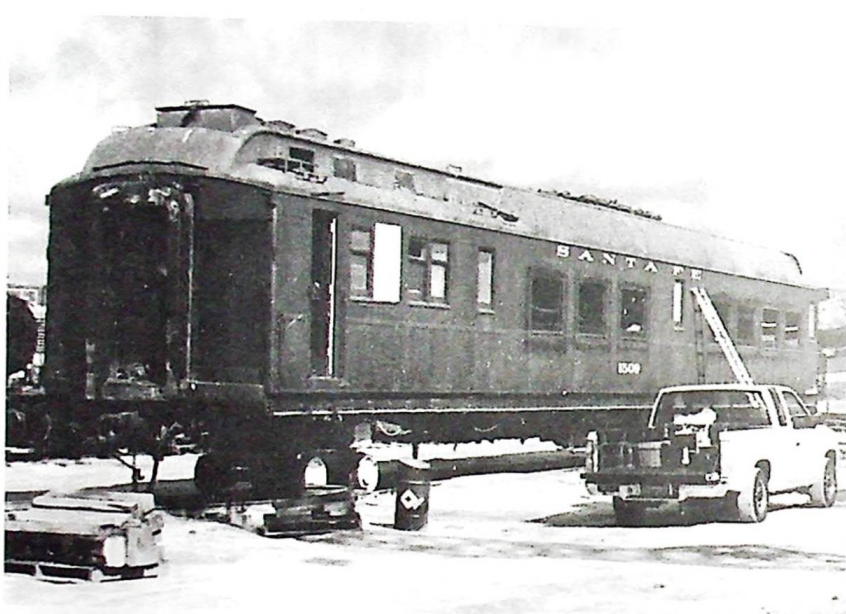
Restoration news

By Ted Kornweibel, Supt. of Restoration

AT&SF Cafe-lounge-observation **1509** has been reborn! Who says a facelift can't accomplish miracles! What a difference hard work, fresh paint, polished brass, elegant upholstery, plush carpet, and a generous benefactor make.

The biggest tasks accomplished by volunteers since the last report were installation of the new windows and interior painting. The car has 17 large window openings, with two sashes in each opening. Sash weights had to be repaired and hooked up, then the windows put into place with each one individually fit into the window guides (tracks); this went slowly, with much detail work, testing, more detail work, and more testing. Before that could be done, each window track had to be carefully sanded, which took weeks to finish, and then equally carefully primed and painted. Once the windows were in, sills had to be trimmed. Then the window valences and draw blind covers were sanded and primed. Blinds were installed in their covers. Finally, the valences and blind covers were put in place, again, with much individual attention to each one. Only then could painting take place.

The paint colors, uncovered by museum volunteers in the 1970s, were duplicated. But first walls were sanded so that the finish coat would be satin-smooth. Many hands applied paint, and the result is spectacular. Following painting, all the brass fixtures, which had been professionally polished and laquered, were installed. During these stages, all the seats were reupholstered in elegant colors and patterns. The aluminum-framed chairs for the cafe section were polished to a high sheen, which they had not seen in years, and rich new vinyl was applied to the seats and backs.



AT&SF 1509 on shop trucks during restoration.

Photo By Frank Stites

Then came the carpet. Do you remember the dingy old carpet, which was not new when we got it years ago, but used carpet from a movie theater? It's history. Even those who picked out the new carpet, after much research on 1940s-era lounge car decor, were astonished at how spectacular the new carpet looks. With the addition of the newly-upholstered chairs, it is truly a luxury car. And do you recall the tacky old vinyl squares on the floor in the pantry and rear aisle? They have been replaced by a true 1940s sheet linoleum, just the sort that railroads used in that period. Finally, when the soft, warm overhead lighting was activated, we could all appreciate the true beauty of this ageless grand dame. As for the exterior, **1509** has been professionally waxed and polished.

What's left to be done? Only reassembly of the truck under the kitchen end, which has been completely rebuilt--new springs, pins, bushings, and repaired equalizer bars--by the Mechanical Department. And, oh yes, a completely new steel deck on the open platform, with new traps. All will be completed for the inaugural run on the Tecate trip in late January, 1995. Plan to attend the re-christening ceremony that morning, including a brass plaque honoring the car's benefactor!

Now for the most important part of this report: The honor roll of **1509**'s benefactor and volun-

teers. This beautiful restoration was completely underwritten by one donor, MTDB board member **Sen. James R. Mills**. He can be as proud of the result as we are thankful for his super-generous financial support. When you see him, offer your thanks!

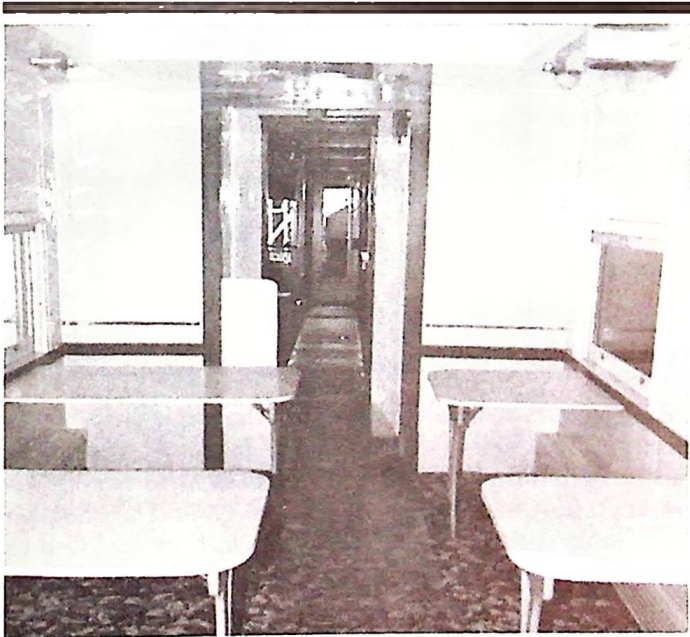
This was a job that could only be accomplished by a corps of absolutely dedicated volunteers, cheerfully working under project manager **Ted Kornweibel**. Several volunteers, recruited by **Roger Garrett**, came from Los Angeles, Orange, and Riverside counties: **Ed Molyneaux**, **Linda Jones**, **Judy Taylor**, **Mel and Donna Marquardt** and their grandkids, **Nick and Heather Kessler**.

Many museum regulars have been especially generous with their time and talents in the last six months: **Frank and**

Nancy Lynch, Duane Leal, Steve Wade, Ken Faller, Dan McLean, John Harrison, Frank Stites, Mike Retz, Dick McIntyre, Bob Haney, and Dick Cupp. Those laboring in the hot sun to rebuild the trucks include Bill Brundage (a new recruit from Orange County), Bill Palmer, Jim Wilson, Denby Jones, Mike Redding, Jack O'Lexey, Maryanne Thompson, Mike Reneau, Doug Hoveland, Wayne Van Mourick, Cliff Pennick, and young people from the Hire-a-Youth program, supervised by Thomas Lee Braginton. To give you an idea of the quality of work that has gone into 1509, come see the handiwork of "metal magician" Dick McIntyre, who not only rebuilt the observation platform, but also constructed new traps and brass trap latches! If I've missed any volunteers, my sincerest apologies. Thanks, one and all.

I've saved two names for special mention. Steve Wade rarely gets his name mentioned, and the kudos he deserves, because he's a superintendent and usually writes about the contributions of others. He's responsible for our facilities, but he has a love for restoration, and is a fine craftsman. Steve has given many hours to 1509; if you get him on your project, you'll get two or three volunteers for the price of one! It has been a joy to work with Steve and to see the project advance all the faster. Thanks again, friend.

Finally, another great guy, and great volunteer, is Duane Leal. Over the years, no job has been too hot, hard, or dirty for Duane, including laying track in the middle of the summer's heat. Duane put in a lot of hours with Steve on 1509, and can take pride in his work. Now he's battling serious health problems, and can't swing that spike maul any more. But his footprints are in many places around the Museum. Hang in there, Duane, and know that we're all pulling for you.



AT&SF 1509 cafe section

Photo By Frank Stites

Train Crew Opportunities

By Jim Baker, Supt. of Training

Did you ever have the feeling that it might be fun to be part of a train crew? Or, would you enjoy learning about railroad history, especially as it relates to San Diego? How about relating some of that knowledge to the people who ride the Museum's SD&A trains? Your chance to do any or all of these, and more, is coming soon!

The basic position on the Museum's trains and most important to the public, is that of the Trainman (Women too... the Museum uses the traditional railroad job titles but the suffix "man" is not considered to be gender specific). Our trainmen's responsibilities include greeting our visitors, ensuring that their visit will be a safe one, assisting them on and off the train, describing the history of Campo and the SD&A, explaining what's happening on the train ride, and giving tours of our restoration yard and shop. The job also includes such mundane things as cleaning up the cars before and after the day's run. With a certain amount of experience and further training, trainmen who desire can move on to other crew positions.

A basic training class for the position of Trainman will be starting in early Spring. It will be open to any Museum member. Don't let the list of responsibilities scare you. Our class will have you well prepared to handle most anything. Five years ago, this writer was only a chemist who worked in a laboratory, and certainly didn't know anything about trains. If I can do it, you too can become a trainman.

If you or anyone you know are interested in becoming a part of our volunteer crew, contact me, Jim Baker, Supt. of Training at (work) 467-6476 or (home) 670-7441.

I am in the process of organizing the class and open to suggestions for days, times, locations, and contents of the class. Give me your name, address and phone number, and I will be sure to contact you with more details about the class as it develops.

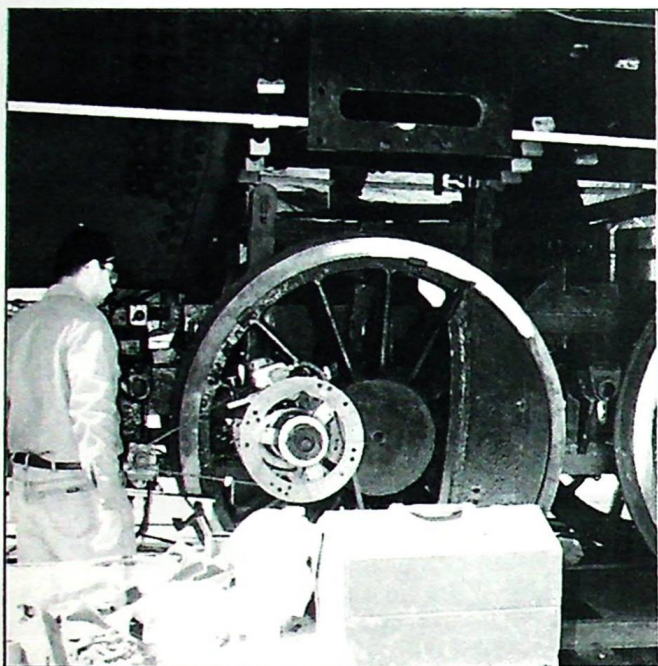
The Brakeman's class we offered last Summer is now showing some very positive results. Seven people completed the classroom portion and started the "hands on" training. Two of them, Mike Reading and Wayne Van Mourik have just been certified as Brakeman, and Jim Wilson as Switchman (yard duty). Congratulations to all three of these fine students. We expect one more person to qualify soon, so we will have four new brakeman on our roster for '95.

Steam Team Progress

By Larry Williams

The following photographs document the progress of SP #2353, as Steam Team members put everything back together.

Photographs provided by Bill Schneider



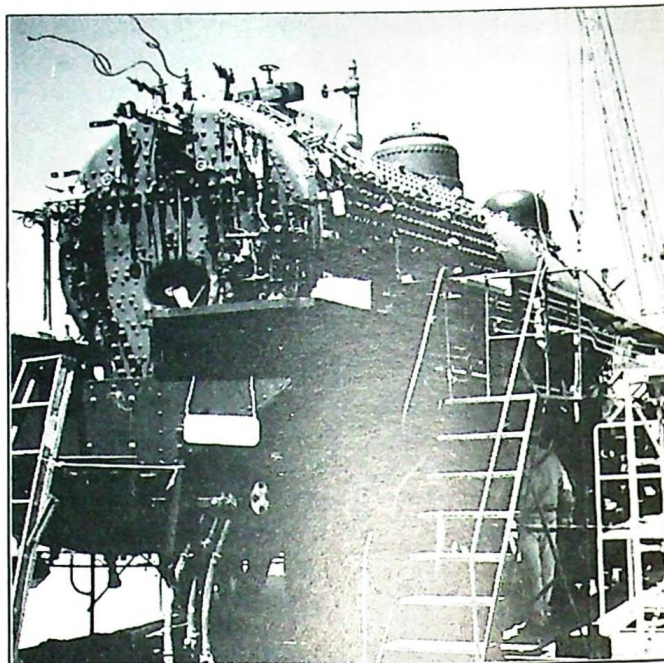
One of the three machinists from Golten Marine's shop in Wilmington, CA, is using a grinder on the main rod pin of #2 driving axle on #2353. Golten also bored the steam valve chests and driving piston cylinders. The Steam Team is now assembling all parts of the drive mechanism including the cross-compound air pump under the direction of advising master mechanic Bill Palmer along with the lathe work of Dick Pennick and Chris Ward.



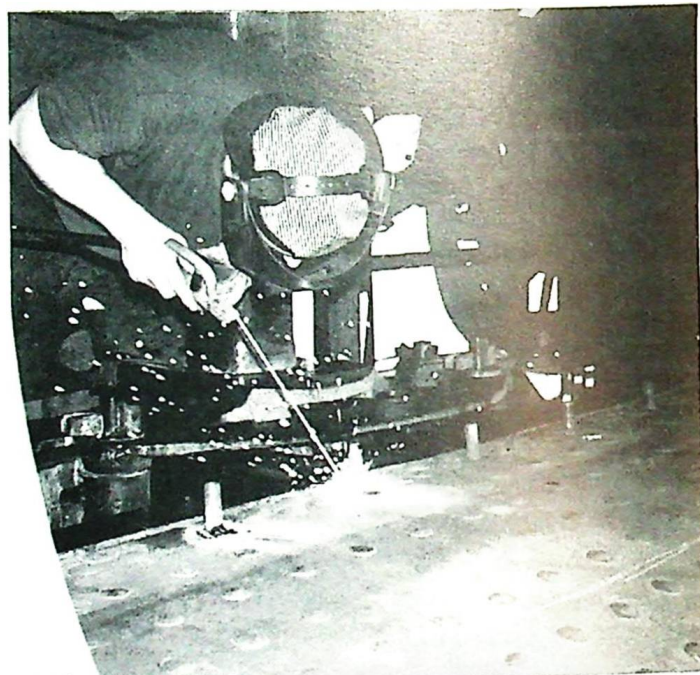
RAILFAN QUIZ

What was the number of the last mainline steam locomotive to operate in San Diego? When?

What is the number of the next mainline steam locomotive to operate in San Diego? When?



The wooden blocks tied around the boiler are used to design the metal exterior jacket being done by Wayne Tucker and painted by Jack O'Lexey.



Mike Butters is welding some new mounting studs for the ash pan and fire bricks inside the firebox -- which have since been installed. The anticipated first fire-up and steam testing may happen by March, 1995. The smokebox section up front is nearly completed with smoke stack on, superheater units in and petty coat pipe and spark screen ready. The locomotive cab is being completed with new lining for top and sides by James Balnis's crew, new seats and arm rests arranged by Fred Barker and Mike Retz, and new wooden window frames built by Fred Barker.

From the Boardroom

By Bill Schneider, Secretary, Board of Trustees

The Board of Trustees usually meets the fourth Tuesday every other month. A special October meeting was held due to the large volume of business items. The following are brief summaries of the last four meetings. Complete minutes are available at the museum office.

JULY 26 1994

- Carter was a guest of Tom Sefton on a *Cyrus K. Holliday* trip for the 1996 Republican Convention Site Selection Committee, and found many members interested in the SDRM.
- We have been recommended to receive at least \$34,500 in city TOT funds this year.
- The SD Port District turned down our \$50,000 start-up funds request for a proposed South Bay tourist line.
- Attorney Art Wilcox is analyzing a lease proposal by the city for the Santa Fe Depot property, stating their requirements. A response will be drafted for BOT action.
- The Board adopted a new Organization Chart for the museum, also discussed at the all-day Board Retreat July 9th.
- A Resolution was passed to focus on the Anniversary of the SD&A's Completion and SP #2353's restoration.
- The Board reviewed its 1993 goals and refocused on them, the first three to be completed in 1994:
 1. SP #2353 Restoration
 2. 75th Anniversary Celebration of the SD&A's Completion
 3. New Campo Building Construction
 4. Santa Fe Depot Display Building Project
 5. SD&A #050 *Carriso Gorge* Restoration
 6. South Bay Line (Coronado Branch) Project
 7. Reunification with SD Electric Railway Museum
 8. Transfer of two SD&A Carbodies from Jacumba to Campo
 9. Refurbishment of our Passenger Cars in Mexicali
 10. Modification and Completion of Campo Landscaping Plan
- Critical Issue needs were discussed, including improved Campo restrooms; office procedure evaluation; diesel and crane overhauls; weed control; hazardous waste disposal; track maintenance; radios; library climate controls; and ATSF #1509, ATSF RPO #74, ATSF #1304 *Chief Manakaja*, SDA #250, *Robert Peary*, and the two ex-hospital cars.
- A proposed Museum Relationships Guide was distributed.

- 75th Anniversary events and SP #2353 were reviewed.
- The Annual Equipment Status Report was presented.
- A proposal from a National City group for a museum at the Santa Fe Depot in National City was distributed.
- Traction motor repairs to 80-ton SD&A #7285, now at SD&IV's shops, will require \$1,500 in additional funds.
- The SDRM is in the National Geographic Crossing America Interstate highway guide, and may get signs on I-8.
- Special recognition was given to MaryAnne Thompson for exceptional work on our last Tecate trip.

SEPT 27 1994

- We are reapplying for ISTEAF funding for our Santa Fe Depot project. They will fund only work to make the building habitable, not museum functions.
- We have been awarded a \$58,000 competitive federal grant by the Institute of Museum Services. It's for operations only, not acquisition or restoration.
- Our August trip to Tecate was a sellout. Additional fund-raising ideas were solicited.
- Fred Byle, Assistant SD&IV GM, outlined a proposal by Louis Lopez to build an LPG facility at Campo to transfer LPG from trucks to rail cars for shipment to Mexico. The MTDB will make all relevant decisions. It will be at least a year before any approval. We will be kept informed. The SD&IV is staying out of a local landfill dispute.
- A Resolution to apply for city TOT funding was approved.
- The 75th Anniversary projects were reviewed in depth.
- Due to more extensive work than planned, SP #2353 work by Golden Marine cost \$39,000 instead of \$25,000. Contract terms were renegotiated to extend the payment period.
- A motion was approved to lease IID locomotive #151 from the ICHS for the SD&A Anniversary Events at Campo.
- SP baggage car #6700 is being purchased with \$5,000 donated by Bill Niedrich, to replace guard car #G-10 on museum trains. We need \$5,270 to place it in service.
- Various museum marketing strategies were discussed.
- Richard Volker, CEO of Legacy Ranch, presented plans for Cowboy World, a proposed 1890's style ranch and town near Clover Flat. They are now seeking investors.

From the Boardroom ... continued

OCT 27 1994

- Our museum is featured on the cover of Senior World.
- Williams has resigned as Treasurer for health reasons. Reiter and Ringersma are working on a new financial reporting process with CPA Eric Hayden.
- A contract with the Imperial County Historical Society for the lease of IID #151 was approved.
- A Line of Credit Agreement with Union Bank, limited to the amount of our TOT grants, was approved to permit borrowing against the grants through April 1995. Any funds borrowed will be used solely for "gap funding" to pay allocated 75th Anniversary bills, and be repaid as the grants (made on a reimbursable basis) are received.
- Duane Dubke, Randy Houk, and incumbents Ann McVeagh, Richard Pennick, and MaryAnne Thompson were nominated for the three-year Elected Board positions.
- Eric Hayden and incumbent Jack White were appointed to the three-year Appointed Board positions.
- Plans for the SD&A's 75th Anniversary of Completion events were outlined and discussed at great length by Corinne Gallagher, Maxine Coover, Pat DeMarce, Kay Carter, and Board members. Included were the Campo Celebration, the Art Show, and the *All Aboard for the Holidays* dinner at the Santa Fe Depot, including silent and live auctions with Jack White as Auctioneer, and a tour of Tom Sefton's business car *Cyrus K. Holliday*.
- About \$20,000 more needs to be raised for SP #2353's restoration, which is nearing completion.
- Repairs to 80-ton SD&A #7285 are almost completed. The museum rolling stock in San Diego may be moved to Campo in December, along with Straza-owned *Lady Gaye Laurel*, which will be stored at Campo by the SD&IV.
- The cost to the museum of placing new acquisitions in service even when they are donated was discussed.
- Bid packages for the concrete work on our new Campo building are going out with a November 20th closing date.

NOV 22 1994

- The Board was informed that the Convair Recreation Association is disbanding their 15" scale railroad.
- Following much discussion, a 1995 draft budget was approved in concept, and a Budget Committee formed.
- All aspects of the SD&A 75th Anniversary of Completion Celebration were recapped and discussed at great length.
- A new budget format was presented and explained by Reiter, and discussed by the Board. An audit will be conducted by June, to comply with grant requirements.
- Refurbished AT&SF diner/lounge #1509 is expected to be in service for the January 28th Tecate trip.
- Trucks and bolster plates are being acquired from Pacific Rail for our truckless US Gypsum hopper.



Museum Trustee and Channel 10 newscaster Jack White auctions a LGB trainset held by Gala Dinner chairperson Pat DeMarce (right) and a committee member in the Santa Fe Depot December 2, 1994. Photo By Bill Schneider



Silent Auction items are displayed in the beautifully decorated baggage building at the Santa Fe Depot for guests to examine prior to the dinner. Tuxedoed trustee Jim Friedlan is next to RR sign. Photo By Bill Schneider

Jacumba Carbody Update

By Dick Pennick

Just west of Jacumba Station - milepost 92 on the San Diego & Arizona Eastern Railway and 26 track miles east of the Museum's Campo Operations Center - are the last five known bodies of former SD&A Railway wood passenger cars.

These venerable cars have been on the property since the Southern Pacific R.R. sold them to the SD&A in 1916. All of the passenger cars the SD&A had at the time were hand-me-downs acquired in mergers with existing local shortline railroads. The S.P. cars were generally larger than most of the SD&A's existing cars but had already seen 25-40 years of service in both mainline and local commuter service in California, Arizona, and possibly New Mexico. Some of these cars may have been used on the first S.P. passenger trains into those areas. One or more of the cars may also have been used on the first passenger trains to Campo when track reached that point in 1916.

After the SD&A began to acquire new steel cars in 1922, the old "woodies" were gradually retired to Maintenance and Engineering service, and finally de-trucked for use as depots, bunk houses, storage sheds and dwellings along the line. The five cars at Jacumba, stripped of seats, were rolled onto spur tracks just west of the depot for use by the section gang and helper crews. After 1935, the tracks they sat on were pulled up, trucks and other scrap hardware removed, and the bodies placed on wood blocks. The cars make a cameo appearance in the 1935 Wheeler-Woolsey comedy "The Rainmaker".

The historic bodies have been there ever since, waiting for the San Diego Railroad Museum to mature and develop the resources to save them. They have been vacant for the past 12 years but have remained in surprisingly good condition, considering their age and circumstances. The Museum began the long acquisition process in 1990 for all of the cars, later downscaled to the two best cars: (1) ex-S.P. of California #51/SD&A #239, built by Gilbert & Bush in 1875 and one of the three oldest surviving railroad passenger cars in the west (Gilbert ceased rail car building in 1895); (2) former S.P. of California #195/SD&A #240, built in 1889 by well-known Ohio railroad, streetcar, and horsecar builder Barney & Smith, which had been in the business almost 75 years when it quit production in 1923. I had the opportunity to visit the remaining ancient buildings of the old plant at Dayton in 1963, some of which were still in industrial use.

On Thursday, December 8th, a 7-man Museum crew cleaned up the debris left behind by the cars' last occupants as well as Museum work-parties over the past four years. This work is a precursor to loading and moving the bodies to Campo, which is presently being coordinated and will hopefully occur by Christmas. Thanks to the efforts of member **Ed Massey**, a crane has been donated for the loading. Trucking will be provided by **Paul Goldstein** who has trucked for the Museum in the past, including our beautiful old Santa Fe Railway Post Office (RPO) car.

Initial plans are to restore the 1875 car to display condition, with restoration of the Barney & Smith car to proceed as funds are available. Much of the appropriate hardware, including wheel trucks, is available to the Museum for this initial restoration.

A big "Thank You" to the hard-working crew that did the dirty work on December 8th: **Bill Niedrich, Ed Massey, Cliff Pennick, Bob Haney, Dick McIntyre, Dick Pennick, and Ken Kahan** who provided his big ten-wheel dump truck to haul all the stuff to the landfill (after unloading several tons of rock ballast at Campo!).

I am looking for members with an archaeological bent interested in helping to bring back more than a hundred years of lost lustre to these cars. This crew will initially refine its skills restoring our grand old Spreckels Business Car #050. If you are interested in helping with time and/or money for either the Spreckels or Jacumba car, please give me a call at (619) 463-2276.



Eric Sanders Injured

In early October, PSRMA Life Charter Member Eric Sanders broke both of his hands in a fall in La Mesa. His casts have been removed, and he is recovering from the accident. However, Eric, who is 80, also has Alzheimer's disease. For decades, Eric was "Mr. Railfan" in San Diego, and the person who greased the wheels of our organization and enabled us to function. He wrote and published the first issue of the **REPORT** even before we were formally organized, published and largely wrote the **DISPATCHER** for both the RHS and PSRMA, and has been a great preserver of San Diego County railroadiana. His presence in recent years has been greatly missed.

If you would like to send a card or note to Eric, the address is:
7861 Normal Avenue La Mesa, CA 91941

Eric's wife and caregiver, Ellen, can also use our prayers and support in her very difficult and trying role. Please remember her too. Let her know how much we appreciate and love her!

Railroad Museum "Wish List"

By Dick Pennick

The San Diego Maritime Museum newsletter "Full & By" describes a wish list as a "wonderful thing. It fuels the imagination like an old Sears Roebuck catalog on a rainy day". Others might choose a Sharper Image or Eddie Bauer catalog for their analogy, but the result is the same.

Our Museum, yours and mine, has many needs, some great .. some small. These are intensified by the fact that we are a LIVING museum rather than a static display. This inaugural edition of the Wish List, which is planned to become a regular **REPORT** feature, is an attempt to test the theory that many of the Museum's needs could be fulfilled if only its members were aware of those needs. The Maritime Museum has been very successful in this regard and we look forward to similar success with ours.

Listed below is only a sampling of the many needed items or services, and an approximate dollar value for each. A prospective donor can either provide the item or service, or the funds to purchase it. All funds contributed for any item should be clearly marked to identify the item or service and will be placed in a restricted account for that item only.

If you can help in any of the listed areas, or if you know someone who can, please call coordinator Dick Pennick at (619) 463-2276. Department heads are encouraged to submit their "wish lists" with dollar values to the Museum in care of Dick Pennick, 9584 Upland Street, Spring Valley, CA 91977-2834.

Thanks for helping!

Campo Shop:

★ Two push brooms	(\$20)
★ Two dust mops	(\$20)
★ One case safety glasses	(\$60)
★ One year's supply of ear plugs	(\$35)
★ Six sets of bolt threading dies (1 size per set)	(\$120/set)
★ 4 industrial safety belts (with lanyards/clip rings)	(\$60/ea)
★ 12" dial caliper	(\$180)
★ Nipple chuck for threading machine	(\$215)
★ High speed or carbide Morse taper drills	(\$30-350/ea)

Campo Woodshop:

★ Wood lathe cutting tools	(\$100)
★ 6" jointer	(\$1500)
★ 12" - 14" planer	(\$2000)

Campo Yard:

★ Crushed rock ballast for track , delivered	(\$10/ton)
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Campo Operations Center:

★ One year's supply of paper towels/toilet paper	(\$150)
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Steam Locomotive #2353:

★ New bronze rod bushings, 8 required	(\$400/ea)
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Facilities Update

By Steve Wade, Supt. of Facilities

The word this winter is BRRRRRR! I can't remember it being this cold for many winters. Long Johns and Dr. Dentons' are definitely the order of the day.

CREEK CROSSING

After many weeks of jostling timbers and revising revisions, we now have a beautiful new walking bridge over Campo Creek. Many, many thanks to **Rich Warner** for his engineering expertise. **Denby Jones, Mike Reneau, Mike Redding, Jim Wilson, Garret & Abel** could be seen pitching in to complete the project.

75TH ANNIVERSARY

Let me just say that I was impressed with how neat and polished everything looked on the weekend of our Anniversary. The Box Car theater was a big hit. Thanks to **Thomas and Linda 'Michelangelo' Braginton!**

Both my students this semester have been a great help to the museum. We did a lot of prep work for the 75th. We built new walkways to go between the Cabooses, cleaned up many of the cars the tourist walked through, helped Ted and his crew to complete the 1509 restoration, etc ... Thanks **Garret and Abel**.

RPO CLUB !?!

RPO Club...now just what does that have to do with facilities? It may not be bolted to the ground, but it is a **Railway Post Office** car. I am so excited about this car I could just sing out (but I'll spare everybody for now)! I'm trying to find out just how much enthusiasm there is for this project. If you are interested in seeing our very own RPO car restored to it's former self, call me at (619) 469-8029.

With the beginning of 1995 upon us, we can all look forward to another year of thrills, sweat, projects completed, and some very cold days and nights. So don't let a little arctic frost stop you from joining us. Who was it that said "Many are chilled but few are frozen". See you at Campo.



Season's Greetings

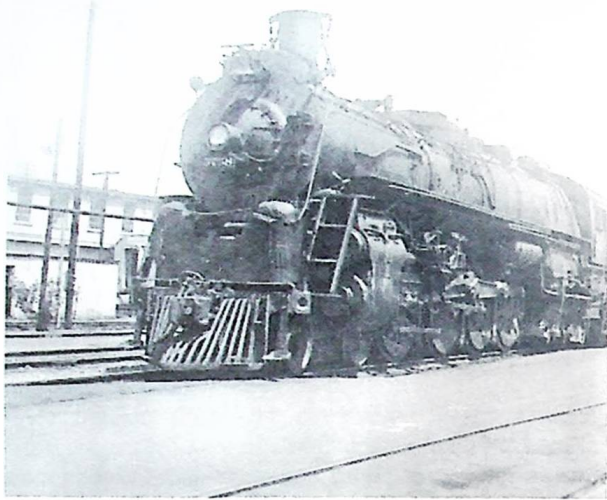


Museum members (l-r) **Walt Richards, Paula Strong, Ted Kornweibel, and Frank Stites** perform railroad folk songs at the 75th Anniversary Celebration at Campo, November 25, 1994

The SD&A Boxcar shown in the background was turned into a theater and information center. **Thomas Lee Braginton** led a group of 12 to 16 year olds from the Hire-A-Youth program in cleaning, chipping, and painting the car inside and out, as part of their summer training project. The original-style SD&A lettering was done by **Linda Braginton**.

Photo By **Joan Stites**

RAILFAN QUIZ ANSWER



The caption on this Murray S. Smith photo from the Jack Stodelle Collection, taken at San Diego's Santa Fe Depot, reads:

"No. 3758 - The last Steamer into San Diego on the Santa Fe July 18th 1953". The Engineer was Frank B. Perrish and the Fireman Clyde P. Kyer.

But it was not the last! In DISPATCHER Issue #49 in October 1965, local rail historian and PSRMA co-founder Eric Sanders wrote:

"Last Streamer into San Diego was the 3751 on August 23, 1953. Engineer was Carl Nielsen; Conductor was Joe L. Brown. The locomotive powered (*Santa Fe passenger*) trains 72 and 73 on that historic run".

In January 1976, SP #4449 powered the American Freedom Train on its Bicentennial visit to San Diego (via the Santa Fe both ways).

Beginning in 1969 and ending in 1988, Hutchinson Lumber Company #3 was occasionally fired up in San Diego by our museum, but the geared Shay is not really a "mainline" locomotive.

If you don't know the number of the next steam locomotive to operate in San Diego, read your REPORT! Or go to Campo and have a look. While you're there, lend a hand and make the "when" come sooner!
...Bill Schneider

Executive Director's Report

by Kay Carter

75th Anniversary Summary

November saw the 75th Anniversary of the San Diego & Arizona Railway with a celebration at Campo and the Santa Fe Depot. Many volunteers helped the Museum provide events that were educational and above all fun! We offer our thanks to each and everyone of you that worked with the various chairmen and superintendents to get ready. Hundreds of folks pitched in and for that we are most grateful. If you haven't visited Campo in a while, come out and see all the improvements.

I would like to again thank the Department Heads and recognize the various event chairmen:

- Campo Celebration - Corrine Gallagher and Rita Cloud
- Gala Dinner - Patricia DeMarce
- Depot Art Show - Ann McVeagh and Christy Nieto
- Publicity - Al Reese
- Honorary Chairman - Clair Burgener, Tom Sefton and James Mills

Our many event sponsors were mentioned in both programs but I would again like to thank Rick and Carol Benson of Golden Inc. Litho for their efforts on our behalf.

Campo Rundown

A three day celebration was held November 25-27. Friday proved our best day ever! Entertainment for all three days included Ted Kornweibel's "band" of folk singers and musicians, Country Al Turner and the KSON Flat Bed Show, Jeanne Woolman and PJ's Country Dancers, Jack Bruner, Magician Jeff Marcus and featured folk singer Utah Phillips. Guest lecturers provided talks on a variety of subjects: Bruce Semelsberger on the history of the SD&A; Ted Kornweibel on the African-American involvement in the railroads; and Chuck Ambers on the History of the Buffalo Solider.

Our new Box Car Theater got lots of use for the weekend. Silent movies were run between the lectures and clown groups kept the children in giggles. Dudley's Bakery and the Julian Pie Company donated delicious items for the Museum to sell (I think the apple pies were purchased by most of the staff!). Imperial Valley Historical Society brought their locomotive #151 to Campo and steam shuttles ran on Saturday and Sunday thanks to a herculean effort by both groups to keep it moving. Our Miller Creek trains ran twice a day with barber shop quartets entertaining the passengers. On Saturday,

a spectacular "Train Robbery" took place along the rails thanks to the El Cajon Highway Lion's Club.

Tickets for the entire day were \$15 for an adult and \$5 for children at the gate. Visitors could ride as often as they wished and were encouraged to spend the entire day. The only damper to the festivities was a bitter cold and rainy Saturday (plus a Charger game on Sunday!) but even that did not discourage the hearty group that showed up to ride the trains. Ridership for the weekend was 741 on the Miller Creek trains and 250 on the shuttle. All told, we took \$7,620 at the gate plus \$238 on the bake sale with additional money earned in Gift Shop sales. We extend our appreciation to the City and County of San Diego for underwriting the entertainment and lectures, commemorative program, car refurbishment, new passenger loading area, community calendar, flyers and advertising.

Corrine and Rita would like to extend their sincere thanks to all the volunteers who helped with the activities - from manning the gate to helping with the train sales - everyone did a terrific job!

Art Show

Our first effort at the Depot proved to be most successful. A call for entries brought in 21 pieces of railroad related art. Many thanks to GES Services for helping to underwrite the costs of carpeting, lighting and temporary walls to set up the exhibit in the Depot Baggage Room. The show ran from Saturday, November 26 through Sunday, December 4. Volunteers staffed the show with SDRM Administrative Assistant, Christy Nieto, filling in the gaps. Sale on one piece of art is pending.

Guests at the gala dinner selected the winner of the show by popular choice. First and second prizes were awarded to Cheryl Chriss and Edwin Wordell for their outstanding work. The winners will be joining us on our upcoming Tecate trip. Thanks to the committee of artists who provided expertise and hung the show and to the volunteers who assisted in staffing.

Gala Dinner

"All Aboard For The Holidays", a very special dinner, was held on Friday, December 2, 1994 at the Santa Fe Depot to commemorate the first passenger train's arrival in December, 1919. The Museum received 212 reservations for the evening and Atlas Hotels served 201 dinners to the party goers who attend. We comped 3 press people and 2 tickets for Catellus. The raffle earned \$2,700; silent auction \$2,145; and live auction \$2,160. We are grateful to Bruce Chapman of Denrich Press for underwriting the printing, One America Plaza for underwriting the parking that night, Scripps Bank, Glenn Reiter and Kennedy/Jenks for the wine, Dramm and

Echter for the poinsettias. Special thanks go to the companies providing raffle and auction items - LGB of America, Tiffanys, Maxine Coover, Pan Pacific Hotel, Hyatt Hotels, Napa Valley Wine Train, Fess Parker's Red Lion Resort. Our sincere appreciation is extended to the Thomas Sefton Foundation for providing the Cyrus K. Holiday for tours. Everyone was impressed with the handsome car and our volunteer conductors who helped shepherd guests from One America Plaza to the Baggage Building to the Cyrus K. to the Depot for dinner. It was a festive, wonderful night as the photos show. Best of all, the Museum netted \$8,500 for the steam locomotive project! This was our first effort at an event for San Diego that generated not only much needed funds, but tremendous goodwill for the Museum to an audience unfamiliar with our work.

Several outstanding pieces have been produced for the Museum as a result of the Anniversary Celebration and our City and county grants. A commemorative program is available though the Gift Shop for \$2.00 detailing the Museum equipment and a history of the San Diego & Arizona Railway. You may want to obtain a copy to save as a memento. Channel 10 is underwriting a documentary video on the SD&A and although still in production, it will be available in the Spring. We are working to find further grants to provide copies for the schools to use in their transportation units as a local history supplement to the building of the railroads. Jack White and Al Reese are putting the photos and footage together to create the documentary. Give us a call if you can help review negatives at the Historical Society. Other new items now on sale at the Gift Shop include cachet envelopes (\$2.25), collector's 75th Anniversary pins (\$2.25) and classy SDRM belt buckles (\$20). Let George Boggs know how many of each item you want to obtain for your collection.

New Building At Campo

Ground was broken for the footings on our new storage building on December 13th. George Boggs, Project Manager, reports that the weather has slowed down our completion date somewhat, but we are finally ready to see results! This building will be a reality this Spring with funding incorporated for the State Grant. Senator James Mills has graciously donated \$15,000 towards the final completion, but we are still about \$15,000 short. The building needs track installation and a sprinkler system before it will be usable. Its importance cannot be over stressed since it will house our wooden car collection to protect them from deterioration and weather and provide some much needed space in the Car Barn for restoration work to continue. We are so close to realizing yet another dream in our development plans for Campo. Your donations supporting this effort are gratefully accepted. Please indicate that your donation is intended for the New Building Restricted Fund and forward to the office so that the next celebration at Campo can be the opening ceremony for the new space!

"All Aboard For The Holidays"

Gala Dinner

December 2 1994

Photos © Jim Papulas



Whoa, what a handsome couple!
That's Steam Project Manager Larry Williams
and his wife Patti in case you don't recognize
him without his coveralls and work schedule.



Very special guests for the evening were Marie Peck and her sons. Marie is the great granddaughter of John D. Spreckels. We were delighted that she could attend the 75th Anniversary.



Volunteer Steve Alcove did an excellent job of taking guests through the Cyrus K. Holiday that night. What a nice addition to the event.



From the Baggage Building, attendees followed the red carpet to the Depot Waiting Room. Tables included complimentary Commemorative Programs and our 75th Anniversary pins.

Library Activities

By Roy Pickering

The library has been busy this year. We have had several hot dog sales to pay for the shelving needed to house the many hundreds of documents given to us by the San Diego Historical Society.

I would like to thank those volunteers who always are willing to help. Bruce Semelsberger, Laura and Kevin Emery, Teri Marnell, Bob Underhill, Randy and David Houk, Allan Dillane, Charles Best, Gabe Bradford, Mike and John Richards, Bill and Dale Marie Parer, Melody and David Claar, and Roy Pickering.

Some of the projects underway are:

- 1.) Book cataloging by Laura Emery.
- 2.) Photo cataloging by Allan Dillane and Bill Parker.
- 3.) Computer data base entry of photos that are cataloged by Teri Marnell.
- 4.) Map cataloging by Bruce Semelsberger.
- 5.) Computer data base entry of maps that are cataloged by Roy Pickering.
- 6.) Periodical organization and filing by Randy Houk.
- 7.) Paper file organization and computer data base entry by Charles Best.
- 8.) Compilation of materials and lists of items relating to Colorado Railroads mainly Colorado Southern and D&RG by Gabe Bradford.
- 9.) Computer data base entry of employees who worked for the SD&A/SD&AE (over 750 entries so far, great for genealogists) by Roy Pickering
- 10.) Organization and storage in archival boxes of employee and public timetables by Bob Underhill.

There are many smaller projects that everyone works on. So if you would like to help, stop by and see us Saturdays 10 am to 4 pm and Tuesday evenings 7 pm to 10 pm in the Santa Fe Union Station/Amtrak baggage building on Kettner Blvd.

It Happens!

REPORT Volume # 247 Corrections

SDA #104 was identified as a 2-8-2 in error by the author, who knows better but hit the wrong key! As all railfans know, Consolidations have a 2-8-0 wheel arrangement.

SDA #050 special thanks to Will Whittaker incorrectly listed as "Will Whitter".

SDA #175, the first through SD&A train did not go to El Cajon, but to El Centro!

IID #151 was restored by the Holton Inter-Urban Railway Historical Society between December 29, 1990 and April 13, 1991 for the Imperial County Historical Society, which owns the locomotive. This new information comes from the ICHS's Steve Bogdan. Mr. Bogdan doubts it was ever numbered #1 and believes the IID had only two locomotives, not three.

The beautifully-designed 75th Anniversary Program has a few minor errors, too. The caption on the ATSF #1509 photo was for a Robert Peary photo not used; "Valley" was left out of the San Diego & Imperial Valley name; SDA #050 and a speeder were cropped out of the FGEX photo but not its caption; and one of our three MRS-1 locomotives was listed as 12 tons instead of 120 tons.

... Bill Schneider



Members on Coaster Run

On Sunday, January 8th, a number of active San Diego Railroad Museum members and guests rode special preview trips of the San Diego Northern Railway's new Coaster commuter trains between Oceanside and San Diego. The free trips were offered by the SDN to the SDRM, OERM, PRS, and R&LHS to give some of their members an opportunity to preview the bi-level trains soon to begin serving North San Diego County.

Get Ready For The Convention! By Bill Schneider

The announcement that the Republican National Convention will be held in San Diego, August 12-15, 1996 is great news. It is also a wonderful opportunity for our museum, especially with live steam on line! How can we help the delegates and guests have a better time because of us? How can our museum benefit from the money they are expected to spend, and the media people looking for interesting stories? The convention is only 19 months away. We must start planning to put our best foot forward now, and we need your ideas. This could be a fantastic opportunity to obtain national, regional, and local publicity for our museum. Think about it. If you have a reasonable idea that won't cost a fortune, write them down and send them in to the museum office today.

SAN DIEGO RAILROAD MUSEUM

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ONE YEAR MEMBERSHIPS

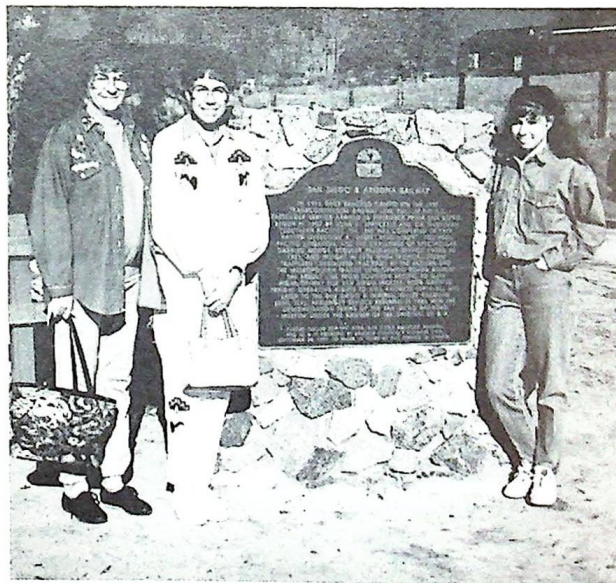
Senior/Student - \$15
Individual - \$25
Family - \$35
Contributing - \$50
Supporting - \$75
Sustaining - \$1500

LIFE MEMBERSHIPS

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

COMPANY/ CORPORATE SPONSORSHIPS

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



Barbara Frasier (l) with her daughter and granddaughter at the SD&A Commemorative Plaque during the 75th Anniversary Celebration of the SD&A's Gold Spike Ceremony.