

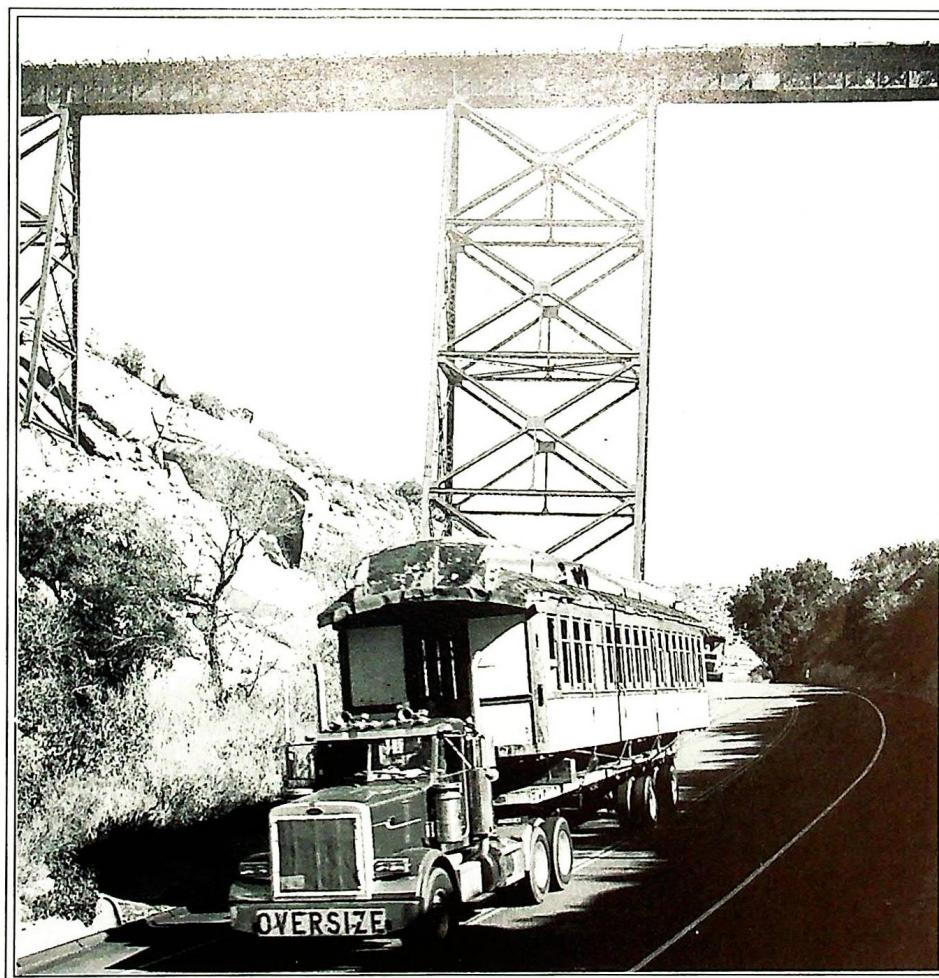


Jan/Feb 1995

# REPORT

Vol. 249

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



Paul Goldstein hauls former SD&A Ry. coach #240 west on Highway 94 under the SD&AE Railway's historic Upper Campo Creek Viaduct on Feb. 2, 1995, enroute to the San Diego Railroad Museum at Campo. 1875 car #239 follows close behind. During its short operating life on the SD&A, Car #240 crossed this 1917 span many times.

Photo by Dick Pennick

# Historic Jacumba Rail Cars Saved At Last !!

By Dick Pennick, Project Manager

**A**fter almost five years of effort, two of the five existing wooden railroad coach bodies have finally been rescued. These historic bodies have been stored at the former helper station of Jacumba on the SD & AE Railway. They were moved by the Museum to its Campo headquarters for display and eventual restoration.

The actual movement took place on Thursday, February 2nd with the help of Goldstein Equipment Company and Marco Crane & Rigging Company, who provided their vital services at a fraction of their normal market rates as a contribution to the Museum.

The two cars, former SD&A #239 (originally Southern Pacific Railroad Company of California No. 51) and former SD&A #240 (originally Southern Pacific Railroad Company of California No. 195) are both more than a century old. Both cars represent the work of two respected 19th century wood rail-car builders. Barney & Smith Car Co. of Dayton, Ohio built No. 240 in 1889 as a two-compartment coach. The Grand Old Lady of the group, No. 239, was built by the Troy, N.Y. firm of Gilbert & Bush in 1875, six years after the gold spike was driven at Promontory, Utah in 1869. Wooden passenger car production in the United States ended in 1913.

Acquisition of the two cars began with a meeting at the Museum's restored 1894 La Mesa Depot on April 3, 1990 to form a committee to study the feasibility of acquiring one or

more of the bodies at Jacumba. Attending that night were: Walter H. "Wally" Barber, Jr., the late Norman Hill, Richard Borstadt, Michael Reneau, Clifford Pennick, and Chairman Dick Pennick.

The outgrowth of this and subsequent meetings was a feasibility study presented to the Staff that contained historical data, estimated costs of acquisitions, and an acquisition and restoration plan, as well as a recommendation that cars 239 and 240 be preserved. Originally, all five of the car bodies were to be acquired, but costs and space availability at Campo dictated down-scaling this to the two cars that were the most historic and in the best overall condition.

Although doors, windows, hardware and other items were removed by Museum volunteers for safe keeping, the project was put on hold for about two years because other Museum projects were needed in preparation for the SD&A 75th Anniversary.

*SDA # 240, the first car to be unloaded at Campo, is assisted by Al Brill, Tony Neece, Al Dillane and others as crane operator Ed Massey eases it onto wood blocks near the Campo House track.*

*Photo - B. Schneider*



On a sad but spooky coincidental note, the cars' overseer and caretaker for the past 50 years, Mrs. Gertrude Stewart, passed away a week before the Museum's cars were moved away. Mrs. Stewart, widow of the last station agent at Jacumba, had lived in the depot continuously from the day she arrived there with her husband in the Spring of 1944. A memorial service was held Saturday afternoon, February 11th at the small Methodist Church in Jacumba. Several years ago, Mrs. Stewart had gifted the Museum's historical collection with a selection of original SD&A dining car china. The dishware is now safely stored in a downtown San Diego bank vault.

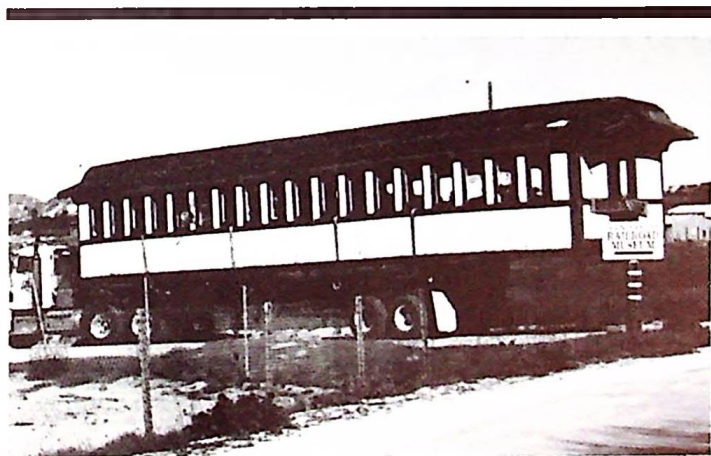
An old rail speeder chassis, stored at Jacumba, was also loaded on a trailer while the crane was onsite and transported to Campo to join the Museum's collection of speeders and other work equipment. Member Al Dillane was instrumental in obtaining the chassis for the Museum.

A special "Thank You" must go to member and fellow Trustee **Bill Niedrich** who has bird-dogged this project from the start. Bill has provided a vital infusion of cash and moral support by underwriting the trucking cost and providing matching funds to cover the remainder. Other financial contributors were: **John Starkey, Jack White, George & Maude Coleman, Dr. Dan Marnell, Frank Lynch, Bob Hinshaw, Kay Carter, Al Brill, Mary Ann Thompson, George Boggs, Corrine Gallagher, Jim Friedlan, Jr., Ann McVeagh, and Bill Schneider.**

Also providing support for the project over the years in various ways were (in addition to those previously mentioned): **Dick McIntyre, Jim Hamill, Al Dillane, Bob Williams, Carl Berry (Carl Berry Truck Rental), Sol and Paul Goldstein (Goldstein Equipment Co.), Ron LeBow, Jim Stauffer, Sam Meyer, and Jeremy Stauffer, all representing Marco Crane & Rigging Co., and Ed Massey, one of the Museum's crane gurus and instrumental in bringing Marco Crane on-line for the move. Ed's knowhow and "can do" spirit, as well as Bill Niedrich's continuous prodding, all were important elements in bringing this project to completion.**

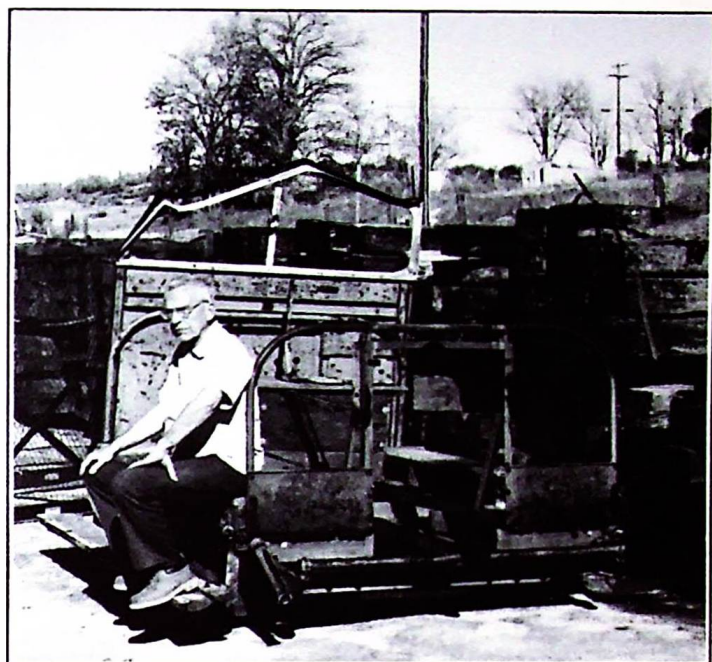
In the near future, a formal restoration plan for the cars will be prepared and submitted to the Museum for approval. In the meantime, historical and archaeological research on the cars will continue. Comments, questions, suggestions, and financial contributions are welcomed. Project Manager **Dick Pennick** can be reached mornings at (619) 463-2276. All cash contributions should be marked "Jacumba Car Fund" and made payable to the San Diego Railroad Museum.

Thanks to all who have helped this historic project become possible!



**SDA #239 follows the arrow as it arrives in Campo and heads for the depot February 2, 1995.**

**Photo - B. Schneider**



**Long-time museum volunteer Jim Hamill, who has worked on most of our equipment over the years, observes the unloading of the "Jacumba Cars" at Campo Feb. 2nd. He is seated on a large and unusual (though dilapidated) gang car of unknown origin also brought from Jacumba.**

**Photo - B. Schneider**

## **OPERATIONS DEPARTMENT**

by **Maryanne Thompson**

The ridership total for 1994 was 18,495 including all of our special trips. For your comparison, this was 453 riders less than in 1993, 2,852 riders less than in 1992, and 3,734 riders less than in 1991. All in all, considering the economy, we had a pretty good year.

For the weekend of the 75th anniversary, we had a total of 741 riders on Miller Creek and 244 riders on the shuttle. I want to personally thank all of the crew members who keep the trains rolling. Without the dedication of a small group of volunteers, we wouldn't be able to keep our operation going.

This brings me to a great point to ask for new volunteers. We need YOUR help! We are always in search of new people to join the Operations department. We have an excellent training program in place under the guidance of **Jim Baker**. There's always room for you in any of the other Museum departments. Operations may run the trains, but if it weren't for Facilities, Gift Shop, Interpretation, Mechanical, Restoration, Safety, Steam and Training, the trains would come to a screeching halt. So, pick up the phone and join in the fun.



Bolt Fever! Trainmen Bob Nickles and Bill Schneider and SDA locomotive #1809 sport their "bolts" in Tecate on January 28th. Even the passenger cars proclaimed "Arriba los Chargers!" for the next day's Super Bowl, giving international support to the underdog Cinderella team from San Diego.

Photo by R. Houk



The SDRM is the only railroad museum in the world that provides rides on real trains of real vintage equipment through two and a half tunnels (!) and across an international border, with a free tour of a real brewery and real beer in a beautiful outdoor garden setting with real mariachis playing live music!

Photo by B. Schneider

Happy excursionists in one of five full coaches on the January 28th Tecate trip.

The #1509 and Robert Peary were full, too! It was a fun-filled trip with great weather!

You too can be a part of the fun. The next trips to Tecate are scheduled for March 25th, April 29th, September 30th, October 28th and November 25th.

Photo By B. Schneider





# Executive Director's Report

By Kay Carter

It is with tremendous mixed feelings that I submit my last report to the membership. I am unable to continue my commitment to the Museum due to changes in my personal life, including a move to northern California in 1995. The announcement was made on January 28th in anticipation of my contract renewal in February. I will be performing the duties of Executive Director through April.

The last four years have been filled with highs and lows as we struggled with a depressed economy, new FRA regulations, track maintenance, steam restoration and all of the joys and problems inherent in running a non-profit corporation. To the Staff, volunteers, board and members of the Museum, I extend an enormous thank you for your guidance, time and support. We have gone through good and bad times together with style! I remember coming on board and being informed that my first order of business was to relocate the administrative office immediately. I soon learned that "immediately" was often the case in dealing with issues facing the Museum.

I look back at what we have accomplished together with admiration. The office now has a very visible presence in the Santa Fe Depot. The library has seen tremendous expansion including the acquisition of the SD&A records on permanent loan from the San Diego Historical Society. We have literally outgrown our new space in three years time. To Roy and Bruce and their staff, I offer my sincere appreciation of an outstanding effort. The amount of work required for cataloguing, research, maintenance and care of the collection has been enormous. In their usual helpful manner, they provide a very professional outreach program which greatly adds to our credibility as a Museum.

We have undergone the transition to compliance with FRA regulations, including the formulation of a certified engineer training program submitted in 1993. Our contract with MTDB states that track maintenance on our leased portion of the SD&A is the Museum's responsibility. We now spend approximately \$10,000 annually on track maintenance and weed control in an effort to achieve full compliance with the understanding that we still have a long way to go to rehabilitate a 75 year old railroad bed.

We have experienced increased support from the members and San Diego community. In 1994 alone, our cash donations for projects totaled \$108,000. With this money, as well as a \$30,000 grant from the City and \$24,500 grant from

the County, we preformed some miracles. Totals for all grant and donation commitments for 1994/1995 are over \$213,000.

The restoration of SP #2353 is nearing completion. Original cost estimates for this project were \$250,000 including the necessary work on the Machine Shop in the Car Barn. The Museum has successfully paid out \$92,000 and additionally financed two contracts for expertise that we could not do in house in the amount of \$79,000 to complete. In one year, we have already reduced these payments to \$51,000. Larry Williams and I estimate that we received \$102,500 in additional donated services and products on this project alone with Fraser Boiler generously providing a matching donation of \$52,500 in boiler work. Larry also estimates that volunteer efforts on the steamer will total in excess of 30,000 hours by the time we are finished. Try costing that out at a rate of even \$10 per hour and see what you get! We are now a mere \$20,000 short of our goal and hard at work to secure outstanding monies necessary to complete this number one priority for the Museum.

Through a generous grant from Jim Mills over the last two year's, we restored Cafe/Observation Car #1509. Total project cost was \$30,000 including the fabrication of all new windows and installation of a working bathroom. This car is beautifully redone and should provide added income for the Museum for years to come. Additionally, we acquired and rehabbed the new 80-ton locomotive for a total project cost of \$7,000 in 1994.

Another item of priority has been the new building at Campo. This is a major undertaking for the Museum and should be completed in 1995. The State Grant Fund had a balance of about \$83,000 in 1991. Fees were already paid for soils work, plans, state admin. fees, etc. In 1994, a deposit on the building and permits were another \$20,000. Ultimately, phase one of the building will cost the Museum \$125,000 to \$130,000 including track work and sprinklers, \$91,000 of this was fully covered under the grant, \$35,000 will be borne by the Museum's additional fundraising efforts.

One of the most critical mandates from the Board was to secure a site for a downtown museum. By this Spring, we should have worked out the lease agreement which will provide the Santa Fe Depot baggage building and a contribution from Catellus in building improvements totalling approximately \$1.2 million dollars. Some of you have expressed concern that the downtown project is drawing money away from Campo. To date, we have spent \$11,000 over the past two years in *project specific grant* money provided by TOT funding. The City of San Diego is reluctant to fund operations outside of the City boundaries. They have, however, been most helpful in supporting the early development on the downtown Museum site. Additionally, they supported our 75th Anniversary celebration with the underwriting of the commemorative booklet, the community calendar and some of the

Campo depot upgrades that provided better handicapped access, the new walkways and fencing. A grant from Tom Sefton will pay for a marketing study and exhibit design of the SF Baggage Building project. Mr. Sefton's generous support and interests lie within downtown as well (The City grant is also helping to support Christy's salary since December, when the Urban Corps agreement expired). No monies on either the downtown project with the reasonable exception of office and library rent or the Coronado line have come from the Museum general operating budget.

We were particularly gratified to receive a highly competitive grant from the Institute of Museum Services in the amount of \$58,000 over the next two years to support a staff position in railroad operations. As yet, no monies have been spent on development of the Coronado Line, but a focused feasibility study must now be done under the auspices of this grant.

We have done special brunches and a barbecue at the Legacy Ranch, held a Boxcar Barbecue at Campo, run an average of 8 special excursions each year, maintained our regular weekend train schedules, initiated Member's Day, participated in Campo's Wild West Days, produced a very successful fundraiser and dinner in the Santa Fe Depot, celebrated a 75th anniversary of the San Diego & Arizona, are creating a video documentary on the SD&A in cooperation with Channel 10, recently held African-American Day under the guidance of Ted Kornweibel and SDSU. We began a partnership with the Mountain Empire School District in a mutually beneficial relationship which provides labor in return for training experience.

We established a relationship with SD&IV which is one of mutual respect and cooperation by demonstrating a professional attitude and a critical concern for safety and operations. While we have attempted to "pay our own way", SD&IV has been most generous in setting reasonable fees, providing trade-outs and in-kind services to the Museum.

Add to the above projects, such items in 1994 as the 75th anniversary celebration, insurance in the amount of \$30,000 annually, rent, utilities (\$15,000), salaries and payroll taxes totalling \$75,965, permits, maintenance and repairs, supplies, postage, printing costs of \$12,500 and you can see how the \$418,000 earned last year was expended (one note, this figure includes monies that have been placed in restricted accounts for specific projects). When I hear the comment that nothing is happening at Campo, I am literally flabbergasted! Projects such as the steam restoration and the new building are no small undertakings. They represent a tremendous amount of money as well as volunteer and staff time. No single person is responsible for the success of any one project. Truly, each one must, by our structure, represent a group effort. By working together, this can be done! Those folks

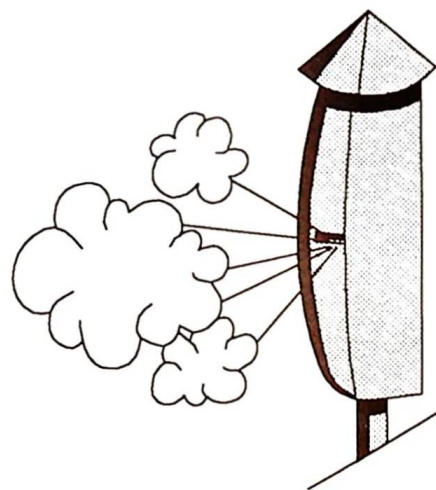
who believe that everything can be done at once, however, need to do a reality check before making further comment!

My thanks go to the entire volunteer staff for their hours and hours of hard work to keep things moving. And though each of you make a tremendous contribution to the Museum efforts, I would especially like to recognize Denby Jones for his constant support. Honestly, Denby, I really believed what I said when I helped talk you into becoming Director of Campo Operations! The universe hates a void, however, and you rose to the increased work load and obligations with good humor and give it your all. "Atta boys" go to everyone involved with the train operations, interpretation, restoration, maintenance, facilities, and all of the special project managers including Larry Williams and Richard Dick, Corrine Gallagher and Rita Cloud, George Boggs for the time both he and Nancy put into the Gift Shop, but equally important, his time and effort on the new building.

Timing is everything and unfortunately in this instance, it hasn't been particularly wonderful. With the resignation of Office Manager, Bobbie Ringersma, the Museum will face new challenges in finding someone with her ready smile and willingness to do some serious hand holding. She has come to my salvation repeatedly! I wish her the very best in her move to Texas. Administrative Assistant, Christy Nieto, can provide the necessary assistance in the interim. She has grown into her increased responsibilities and has been a joy to work with. To the members of the Board of Trustees, who have provided expertise in their fields, I cannot thank you enough. Many of you have offered friendship and support above and beyond the call of duty. I will miss you all.

Four years with the Museum has guaranteed one thing, I can no longer hear a train whistle in the distance without wondering what's coming my way. If that makes me a "railfan", so be it! Here's to continued restoration and operations that define and interpret early train travel

for the jet age generation. The role our equipment and the railroad played in San Diego's history will continue to enthrall and educate tourist and resident alike. Many good wishes for future success to every one who has graciously provided their time, talent and money to the Museum. You have definitely made a difference. Now, let's all get behind the rallying cry - STEAM IN '95!!! and blow some smoke!





Four rail buffs groups were represented in this photo taken on the SDN's Coaster January 8th. Mary and Ed Burger are in OERM outfits, and are also SDERM members. Jack O'Lexey's #2353 hat shows his SDRM affiliation. Marti Ann Draper wears the green jacket of the PRS.

Photo by B. Schneider



Northbound San Diegan #783 stops the last time at Del Mar. This photo was taken on February 5th at 5:01pm. The following day, all Amtrak trains began stopping at Solana Beach instead of Del Mar. This ends over a century of service to the beachside city and its brick depot. The change was made to coordinate with new SDN Coaster commuter trains, which Del Mar did not want stopping there due to anticipated traffic and parking increases.

Photo by B. Schneider



Snow-plow equipped (!) SDN #2101 about to lead a southbound Coaster out of the Oceanside Transit Center on a pre-inaugural Special for rail organization members January 8th.

Photo by B. Schneider

*For many years, the museum B.O.T. met in the Boardroom of the downtown San Diego office of the San Diego Trust & Savings Bank, acquired by First Interstate Bank in 1994. Due to uncertainty about future Boardroom availability, the Board contracted with the San Diego County Rock Producers Association to hold our meetings in their Boardroom at 2831 Camino del Rio South in Mission Valley, San Diego beginning in March 1995, at no charge to the museum. The Board meets at 6:30 pm the fourth Tuesday every other month, plus occasional Special and Executive Committee meetings.*

The Board elected the following officers for 1995:

President - John Starkey  
Vice President of Operations & Contracts - Frank Lynch  
Vice President Administration & Finance - Glenn Reiter  
Secretary - Bill Schneider  
Treasurer - Glenn Reiter

The other 1995 Trustees are: George Boggs, Duane Dubke, Dale Busch, Rita Cloud, George Coleman, James Friedlan, Corinne Gallagher, Lyle Judd, Dan Marnell, Ann McVeagh, William Niedrich, Dick Pennick, Bruce Semelsberger, and Jack White.

*A Summary of the Board Meeting held January 25, 1995 & Executive Meeting held on February 20, 1995 will appear in the next issue of the REPORT.*

## '20's Outside, '40's Inside: Santa Fe #1509 Wore Coats Of Many Colors

By Bill Schneider

**T**he SDRM's recently restored cafe/observation car #1509 had at least four exterior paint schemes, and was used extensively on excursions as well as scheduled trains by its only railroad owner, the Atchison, Topeka & Santa Fe Railway. Familiar to and popular with Southern California rail buffs for decades, the steam-era classic now provides First Class "extra-fare" service for museum patrons.

Part of Lot #4986, Series #1508-1512, this heavyweight steel car was built as a diner/lounge/observation by the Pullman Car & Manufacturing Corporation at Calumet, IL in 1926. It is 83' 4 3/8" long and 10' wide; weighed 170,600 lbs (85.3 tons) when built; and has six-wheel trucks, leaf springs, belt-driven generators, and steam-ejector type air-conditioning (installed in the mid-1930's) that cools the dining and lounge areas, but not the galley or corridor in the forward end. The galley's kitchen was a wood and coal-burning stove, a grill, ovens, two sinks with steam jets, a refrigerator with roof-top ice hatch, and a side service door. A steam table with coffee urn and carving table separates the kitchen from the serving pantry.

The car was originally painted Santa Fe's **Coach Green**, a dark olive color lighter than the Pullman Green. A layer of gold paint of unknown date and origin was uncovered on the roof several layers down during the car's 1970's restoration, possibly dating from the 1920's or 1930's.

In April, 1947, the interior was modernized to Plan 23-C, #3182 by the Santa Fe, and the car was designated a cafe/observation car. Still in this configuration today, ATSF #1509 has three 4-seat and three 2-seat formica-top tables in its dining room. The cocktail section behind it has a wardrobe, linen locker, crew lavatory (installed in 1967 or 1968 in a former storage room), a stainless-steel bar, two 4-seat tables, and two settees and smoking stands. The lounge area in the car's rear has eleven upholstered armchairs, two smoking stands, and a writing desk with chair next to the open observation platform. The dining, cocktail, and lounge area are fully carpeted, and the car has four electric fans.

During the post-World War II years, deliveries of new lightweight cars were often delayed due to backlogs, so some heavyweight cars were temporally assigned to the Santa Fe's growing streamliner fleet. They were painted aluminum with feathered black **shadow striping** to resemble the new fluted-side stainless-steel cars. ATSF #1509 was painted in this scheme June 14, 1947 (SDRM-owned club/baggage car ATSF #1303, originally #1304 *Chief Manakaja*, was also painted in this scheme January 23, 1948).

The stripes wore off rapidly when subjected to rotating brushes and strong cleaning solutions on mechanical car washers, and were expensive to replace. Although the shadow striping gave a fluted-side appearance, it did not disguise the old-fashioned shape of the cars, and the unusual scheme was soon discontinued (by contrast, when Union Pacific rebuilt older cars, they were given new windows and roof skirting to match its lightweight cars, as on our UP coach #576 and diner/lounge #4054).



ATSF #1509 in 1947-1950 Shadow-stripe paint scheme, to II Streamliners.

On September 28, 1950, ATSF #1509 was repainted at San Bernardino, Ca in **two-tone gray** with black roof and white lettering. It carried this scheme until 1977, longer than any other! An undated photo taken sometime between 1950 and 1967, identifies it as being **all-gray**, but this may be due to light reflection.

It's believed the car served on the Chicago-Los Angeles **Grand Canyon** and **Fast Mail & Express**, and the Kansas City-Tulsa **Oil Flyer**. It also ran between San Bernardino and Los Angeles on the Phoenix-Los Angeles **Phoenix Express**, the so-called "Bankers' Special" via the Parker cutoff, serving breakfast westbound and dinner east bound. It was also used on excursions, including all of Santa Fe's 1950's California **Farewell to Steam** specials, on the last San Bernardino-Redlands loop trip in 1956, and on a 1962 **San Bernardino Orange Show Special**. It also served on charters, including **Pacific Railroad Society** trips from Los Angeles to San Diego and Cushenbury, CA in the early 1960's, and on 37 **Golden West Rail Tours** trips to such places as Barstow, CA, Flagstaff, AZ, Carlsbad, NM, and the Los Angeles harbor area (November 1963).



blend in with new fluted cars when serving on Post-World  
Photo by Stan Kistler

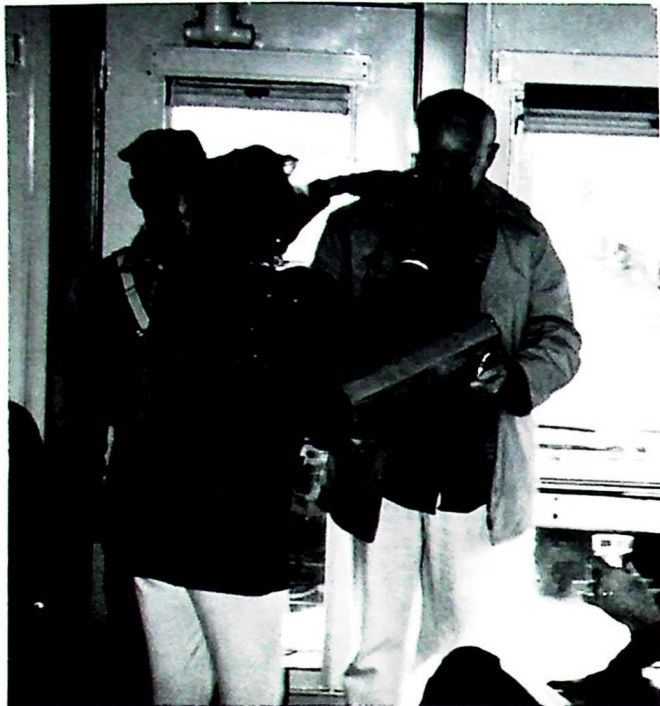
SKF roller bearings replaced the car's friction bearings sometime between July 1964 and July 1967. In October, 1967, ATSF #1509 was sold for \$3,000 plus \$150 tax to **Golden West Rail Tours**, owned by Dick Ritterband and Ed Cheetham, and the restroom was added. Based at Santa Fe's Redondo Junction yard in Los Angeles, it was used on excursions to Bakerfield, CA and other destinations. In 1972, it was "cornered" and damaged by a switch engine in Los Angeles a day before one trip, but was quickly repaired.

In 1973, ATSF #1509 was purchased by the PSRMA for \$4,200 with a loan secured by Charter Member Jack Stodelle, which the museum paid off. From November, 1974, to August, 1978, it was restored by museum volunteer workers, who made many structural and mechanical repairs. They repainted its interior in its post-1947 cream and blue, and painted its exterior in a 1920's-style **Pullman** (not Coach) **Green** with a black roof. These repairs were done at the San Diego Marine Corps Recruit Depot and the Miramar Naval Air Station. It was used on museum **Miramar Chief** trains, a 1976 Fallbrook trip, and on PSRMA excursions on **Amtrak** trains to Los Angeles and Las Vegas at speeds up to 90 mph, with meals served enroute, generating much favorable publicity for the museum.

In October, 1976, it was used in filming **MacArthur**, with Gregory Peck, at San Diego's Santa Fe Depot. Soon after, a truck driven by a drunk driver smashed into and damaged its steps, which were rebuilt with insurance payments.

From 1978 to 1982, ATSF #1509 was in the museum's Bicentennial exhibit on San Diego's Embarcadero at Harbor Drive and B Street, except when on excursions. Moved to La Mesa Depot in 1982 to prevent deterioration from the moist ocean air, it was used on museum trips to El Cajon and Lemon Grove. In July, 1983, it served as a crew diner on the museum's first "Great Freight" to Campo.

ATSF #1509 was used as a lounge and passenger car on the museum's early SD&A trips to Miller Creek beginning in 1986. Later it served on museum specials to San Diego, Tecate, Jacumba, and into Carrizo gorge, where its center frame was sprung on a tight new 21-degree curve in early 1990, requiring considerable repair work. It was also used in the 1987 film **A Time Of Destiny**, with Timothy Hutton and William Hurt.



Museum Executive Director, Kay Carter, adds a San Diego Chargers "Lightning Bolt" to the jacket of Senator James Mills in ATSF #1509 during a ceremony January 28th dedicating a plaque honoring Mills as the donor of the car's restoration funding. At left is Restoration Superintendent Ted Kornweibel, who led the volunteer workers. Senator Mills was also presented with a beautiful railroad plate.

Photo By B. Schneider

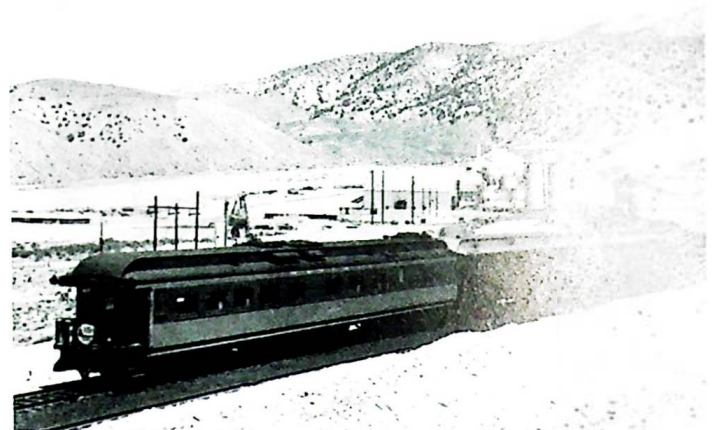
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From 1993 to 1995, museum volunteer workers again restored #1509, thanks to donations by James Mills, retired California State Senate President Pro Tempore, former San Diego County MTDB Chairman, and "father" of the light rail San Diego Trolley. Many mechanical and structural repairs were made, especially to its trucks, wheels, platform, and traps. New windows and fittings were built, the chairs reupholstered in new 1940's-type fabric or vinyl, new 1940's-style carpeting and linoleum was installed, the fans, stands, fixtures, seat frames, and other accessories cleaned and polished, 1940's-type light globes added, and the interior completely repainted. The Pullman Green exterior was cleaned and waxed (perhaps it will one day be repainted two-tone gray, its longest-worn color, to again match the era of its interior).

ATSF #1509 was placed back in service on January 28, 1995, on a museum excursion to Tecate, and a special plaque in it honoring Senator Mills was dedicated. This restored classic from the Golden Age of steam railroading is now being exhibited as a beautiful example of this type of car and the quality work of our museum volunteers. It is also used occasionally as a Special V.I.P car, and as a revenue-earning First Class car available for charter.

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Sources: The museum car file; information provided by Dick Schleicher and Ron Milot; the author's inspections and railroadiana collection; photos by David Black, Robert Darwin, Stan Kistler, Robert Loewing, Larry Rose, Frank Stites, Edwin Stauss, and Jack Stodelle. **Thank You!** A very special thanks to all who worked on and funded its restorations. Your efforts are truly appreciated!



Two-tone gray ATSF #1509 on Pacific Railroad Society's "Cushenbury Excursion" on the Santa Fe near the Cushenbury, CA cement plant on May 19, 1957.

Photo by Jack Stodelle



ATSF #1509 on an excursion at the Santa Fe Depot, San Diego in the early 1960's.

Photo - PSRMA files

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## A Fond Farewell

By Bobbie Ringersma, Office Manager



**Office Manager, Bobbie Ringersma, in the SDRM office at the Santa Fe Depot. Her smiling face and vibrant personality will be missed!**

**Photo By B. Schneider**

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I know it has been ages since I wrote something in the **REPORT**. I wanted to say goodbye to a lot of you that I have talked with over the phone but never got the chance to meet. I will be leaving the museum at the end of April and moving to the lone star state of Texas. The California economy has forced my husband and I to make the decision to re-locate.

While being interviewed for this job (can you believe it was six years ago), Barney (Ex-Executive Director) asked me what I knew about trains and did I have any special passion for one particular piece of equipment? My answer of course was that I knew they ran on tracks, had locomotives and different types of cars, and no, I did not have any particular passion one way or the other for a piece of railroad equipment. At first, I thought "what a strange question". Boy, I learned first hand why he asked the question. I now understand why the staff jumps up to watch a freight train go by. The gleam in their eyes over a caboose (Norm Hill, Ted

Kornweibel), locomotive (Barney Barnier, Denby Jones) or a special car (Jeanie Jones, Steve Wade). The pride in the restoration of #1509 and seeing it once again on the train. Barney, I must confess, I am guilty of having a passion for one piece of equipment now. The #1509 is and has been my favorite car since I had the opportunity to ride in it on special trips to Jacumba. What an experience, standing on the observation deck, watching the rails go by. I sincerely thank James Mills, for his generous donation, Ted Kornweibel and all the volunteers from the Restoration Dept, Denby Jones and diligent crews from Mechanical, Operations, and Facilities, for all the many hours of hard work it took to make my favorite car so beautiful.

From the first day I became part of the museum, I have made many friends and will miss them terribly, each holding a special place in my heart. They made me feel so welcome. All the guys were extremely patient explaining what trucks, wheel sets, snap track, 90 & 110 lb track meant. I will never forget that first staff meeting. I was to take minutes (at least I knew the difference between a tank car and a box car). What an experience! I thank each and everyone of you for the cheerful voice, smile and the many hugs over the years. They really meant a lot and helped me get through some crazy days. All of you that stopped by the office to introduce yourself and just to say hello, I thank you for thinking of me and stopping by.

We've come a long way since our founding fathers established Pacific Southwest Railway Museum Assoc. Inc. back in 1964. The San Diego Railroad Museum has a bright future as well as a tremendous amount of success to be proud of. There will be many more exciting events happening in the future and I am truly sad I won't be here to witness them.



**ATSF #1509 on a PSRMA San Diego-Los Angeles Amtrak excursion along the Pacific Ocean near Del Mar in 1979.**

**Photo By David Black**

The #2353 will be steaming to San Diego, work on the #050 Carriso Gorge will be started and this beautiful car will be returned to its past splendor, the display building will be completed, along with a museum display downtown at the Santa Fe Depot. All of this can only happen with the support of our volunteers, membership and community.

There are some special "Thank You's" I would like to express. To Barney, for believing in me, his support, not forgetting to stop by and say hi when he was in town; Kay, for being a friend and confidant as well as my boss; Christy, for being such a joy and a real sweetheart, I couldn't have done without you; Corrine, for the many lunches, souvenirs from her travels, and being a true friend in so many personal ways; Bob Eikel, for answering all those first questions and always giving my ego a boost; Dick (Pelon), for being his girlfriend along with all the hugs; Jim, for the jokes I got so much mileage from and the Santa stories that made me cry; Maryanne, for decorating my office walls with humor; Chop, for not forgetting Secretary's Day and support; Mike, for keeping those trains running every weekend and his ever present smile; Denby, for friendship, understanding, and trust; Steve, for being a good listener and friend; Rich, for trying to teach me computer programs and giving me an understanding of interpretation; Lew, for taking over the Hotscoop and all the laughs; Bruce, for always coming to my rescue, and before-meetings dinners; Jim, for helping me with Paradox so many times; Mike R., for explaining train parts and how they are used; to all of the many volunteers that always took my calls (sometimes reluctantly) knowing I was calling to ask a favor of you to help at a label party or man a booth. There are so many of you that have made my job so much fun. I will always be grateful to you. I know you will continue to help and support my replacement as you always did me.

If you are in the vicinity of Crockett, Texas, please look me up in the phone book (we will probably be the only ones again!) and give me a call. I'd love to hear from you. I promise to keep in touch. I wish each and every one of you all the very best of happiness and success in the coming years!

## RailFan Quiz:

**Q**

What makes the man on the left different from the others?

**A**

His name isn't Richard!

Museum volunteers Bob Haney, Richard Dick, Richard Nelson, and Richard Cupp, who spent hours cleaning out the flood-damaged traction motors of SDA #7285 (ex-USMC #248391), stand behind the 80-ton centercab armatures in the SD&IV shops in San Ysidro in the August 1, 1994 view.

Photo by Bill Niedrich

## Facilities Update

By Steve Wade, Supt. of Facilities

By the time you read this, a Great Event will have taken place out at Campo!

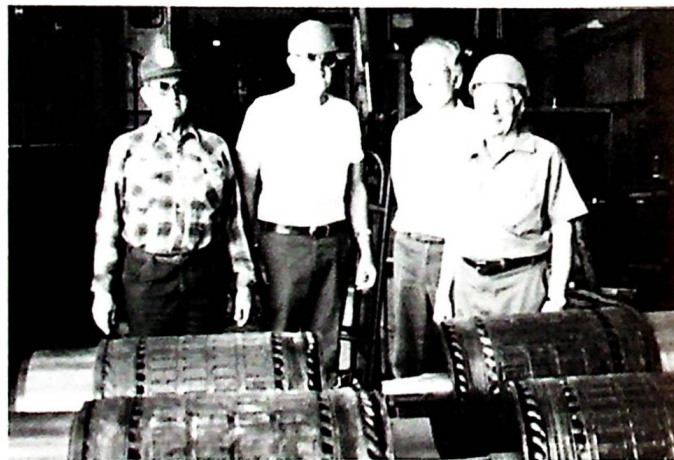
No, I'm not referring to the two Jacumba cars that are now on display by the Depot. They are beautiful and are finally home where they belong.

And I'm not referring to the current Baggage Cart restoration being done by Troop 500 of the Boy Scouts of America. Brandon Lynch not only had his father, Lonnie and his younger brother, Justin. He also recruited six other scouts to help out.

Still, these events pale in comparison to the real event that I witnessed out at Campo. If I had to make a judgement as to just how important this event is. It comes close to the beautiful job Ted Kornweibel and Frank Stites did building a deluxe stairway for the D&R car inside the barn. And when they build three or four more, we should be well on the way to having almost half the number we need to access and display our many pieces of Railway history. Yet, even this giant step upward (no pun intended) doesn't quite hit the same level as the real thing.

How can I put into words, the joy associated with something like this happening to our Museum. I rode on the newly restored 1509 to Tecate, watching Maryanne Thompson and Bruce Semelsberger attending Senator Jim Mills and guests. Even this trip, as wonderful as it was, doesn't reach the same pinnacle!

By the way, if you are waiting for me to tell you what this event was ... Guess what?...You'll have to come out to Campo ... because ... I'm at a loss for words ...



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## Restoration Department

By Ted Kornweibel, Supt. of Restoration

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After nearly two years of work, **AT&SF 1509** was re-christened and made her inaugural run to Tecate on January 28, 1995. Many thanks to all those whose names have appeared in past issues of the Report for making this possible.

Now that only a few details remain to complete **1509**, the Restoration Department is setting goals for the remainder of 1995. Minor work will be performed on several cars, either already restored or in fragile condition, so that they can be housed in our new storage (later display) building. But a much larger challenge lies ahead: complete exterior and interior restoration of **AT&SF Railroad Post Office car 74**. This 1927 Pullman-built car needs extensive metal work, manufacture and installation of new windows, some interior painting, and complete exterior painting. Fortunately, all of the sorting tables and bins, plus hardware, are intact. If you have seen the RPO car at the California State Railway Museum, you can imagine what ours will look like when completed. The first task will be to develop a restoration plan and budget. Simultaneous to that, however, is seeking volunteers to help do the work. We know we can count on the loyal core of Restoration Department folks who did such a fine job on **1509**, but we would love to have new volunteers also.

Here is your chance to get in on the ground floor, participate in all phases of the project, give your input, and be able to say, "without my labor, this jewel would never have been returned to polish and luster." Call Restoration superintendent **Ted Kornweibel** at 461-0098 to get on board. And if anyone would like to publish a periodic newsletter for "Project 74," like **Dave Slater** has done so well for "Project 1820," let Ted know. Speaking of **United States Army MRS 1820**, Dave's crew is continuing to work on the air brakes and re-sealing the cylinders. The locomotive looks spectacular in its gloss black paint and white lettering. Progress has slowed so Dave could care for his wife, who has been very ill; we all wish her a thorough recovery. Money has been short. But Dave's group operates on as much faith as anyone at the Museum, and it is accomplishing a miracle!

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## Campo Museum Operations

By Denby Jones, Director of Campo Museum Operations

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The **1509** rolls again! A lot of work was involved in the restoration of this car, and mechanical work was not an insignificant portion of that labor. Which brings me to the crux of this article ... labor.

We put on fund raising campaigns and special trips to raise money to accomplish the tasks that the museum has identified. However, all the money we raise is only one side of the equation. The other side is the manpower requirements to accomplish these tasks.

One of the departments that is crucially short of volunteers is the Mechanical Department. This department, under the able supervision of **Jim Wilson**, not only has the responsibility of doing the mechanical restoration on projects that have been identified, but must also maintain the Demonstration Train, and ALL the operating locomotives.

Considering that specific maintenance requirements, frequency of inspections, and type of inspections are mandated by the Federal Railroad Administration for both cars and locomotives, this is a considerable undertaking. The kicker is, if they don't meet the FRA requirements, they don't run. And if they don't run, we lose a major source of revenue that keeps this museum operating. So, at this point in time I am asking for people to come on out and commit their time to keep this museum operating. I will not tell you that it is going to be all peaches and

cream. Working in the pit checking traction motor brushes on a 92 day inspection of a locomotive is not the cleanest job in the world, and jacking a 90-ton passenger car and removing the truck is done very carefully. The other side of the coin is that with every task that is completed, you have learned that much more about how these wonderful pieces of machinery operate. So, please call me, Denby Jones at (619) 279-2419 or Jim Wilson at (619) 697-9544 and join us. It is a great feeling of satisfaction to watch that demonstration train pull out of the station with a load of passengers knowing that you are a key person in making that happen. See YOU at Campo!!!

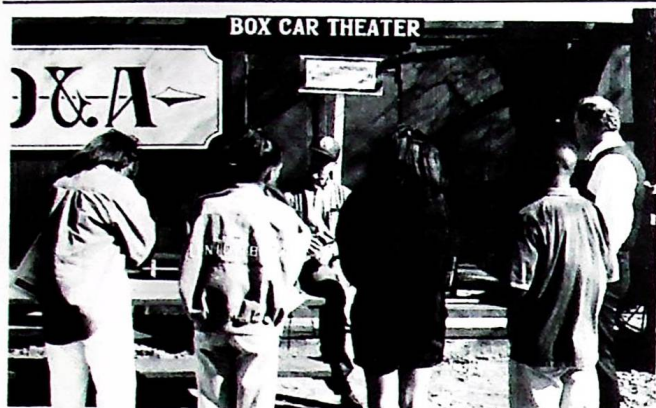


The brass light fixtures and fans in **ATSF #1509** never shone more brightly than they do now! The light globes in the newly-restored care are also new - in the 1940's style.

Photo by Frank Stites

# African American Railroad Heritage Day

By Ted Kornweibel, Photos by Frank Stites



Ted Kornweibel (center) gives instruction to SDSU student docent/hosts on African American Railroad Heritage Day.

Two historic "firsts" occurred on Saturday, February 18: the Museum worked in partnership with San Diego State to sponsor a major event; and the Museum recognized the key role blacks have played in railroading ever since its beginnings in 1830.

San Diego State University's Africana Studies and History departments, represented by two professors--Restoration Superintendent **Ted Kornweibel** and longtime restoration volunteer **Frank Stites**--supplied funding and clerical support for the event. Several newspapers gave advance publicity, and Ted was interviewed by KPBS-FM. Over fifty guests who had never before visited the Museum took the 12:01 "Lockett Rocket," the name given to SD&A trains by the black cavalrymen who trained in Campo. "Buffalo Soldiers" re-enactor **Chuck Ambers** narrated the history of the black troopers en route.

Upon returning to the Museum, visitors enjoyed a special tour of **Rockdale, Sandow & Southern Jim Crow combine 3**. (The car had been spruced up a week before by **Ken Faller** and **Garrett Henson**, a student at Mountain Empire High School, while **Steve Wade**, assisted by **Frank Stites**, **Ken Faller**, and **Ted Kornweibel**, built access steps to the car.) After going through the car, guests went to our newest theater--one of our Erie Lackawanna passenger cars with its windows darkened--where they saw **Ted Kornweibel's** 325-slide presentation, with musical accompaniment, entitled "Box Cars On My Mind: The African American Railroad Heritage."

In addition to those already named, many others helped make this a memorable day. It could not have gone as smoothly without the enthusiastic help of Museum board member **Rita Cloud**, who sold tickets, ably assisted by **Shaun Thomas**. In addition, eight San Diego State University students served as docent/hosts: **Wendy Flenoury**, **Tiffany Harris**, **Patrice Campbell**, and **Nicole Paine**, all of Sigma Gamma Rho sorority; **Emily Longerbone**, **Stacey Allen**, **Pierre DeWalt**, and **Kevin Godwin**. Longtime Museum member **Duane Leal** helped make the "theater" ready for visitors.

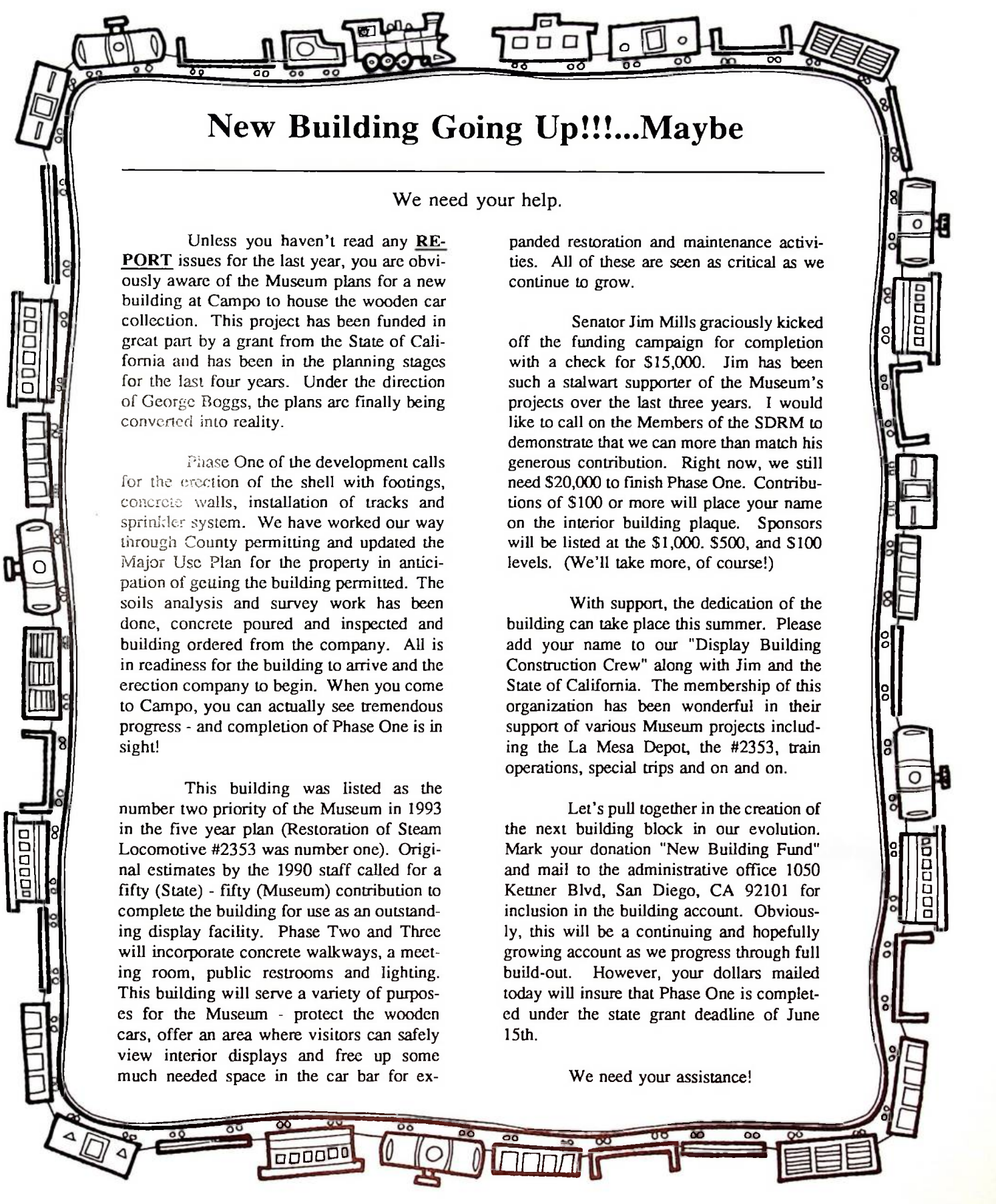


SDSU student docent/hosts (l-r) **Kevin Godwin**, **Emily Longerbone**, **Wendy Flenoury**, and **Pierre DeWalt** in RS&S #3 on February 18, 1995 African American Railroad Heritage Day.

*Everyone had a great time. Guests thoroughly enjoyed all aspects of the program and were only sorry that they hadn't known about the Museum before. The student volunteers were equally positive. Both sponsoring departments from SDSU are eager to make this an annual tradition. So are we. With the lessons learned this time, we should be able to triple attendance next year. We've discovered a great way to celebrate Black History Month. Many thanks to all who made it possible.*



**Rita Cloud** (l), SDRM Board Member, **JoAnn Cornwell**, Africana Studies Dept. chair **Ted Kornweibel** (r)



## New Building Going Up!!!!...Maybe

We need your help.

Unless you haven't read any **REPORT** issues for the last year, you are obviously aware of the Museum plans for a new building at Campo to house the wooden car collection. This project has been funded in great part by a grant from the State of California and has been in the planning stages for the last four years. Under the direction of George Boggs, the plans are finally being converted into reality.

Phase One of the development calls for the erection of the shell with footings, concrete walls, installation of tracks and sprinkler system. We have worked our way through County permitting and updated the Major Use Plan for the property in anticipation of getting the building permitted. The soils analysis and survey work has been done, concrete poured and inspected and building ordered from the company. All is in readiness for the building to arrive and the erection company to begin. When you come to Campo, you can actually see tremendous progress - and completion of Phase One is in sight!

This building was listed as the number two priority of the Museum in 1993 in the five year plan (Restoration of Steam Locomotive #2353 was number one). Original estimates by the 1990 staff called for a fifty (State) - fifty (Museum) contribution to complete the building for use as an outstanding display facility. Phase Two and Three will incorporate concrete walkways, a meeting room, public restrooms and lighting. This building will serve a variety of purposes for the Museum - protect the wooden cars, offer an area where visitors can safely view interior displays and free up some much needed space in the car bar for ex-

panded restoration and maintenance activities. All of these are seen as critical as we continue to grow.

Senator Jim Mills graciously kicked off the funding campaign for completion with a check for \$15,000. Jim has been such a stalwart supporter of the Museum's projects over the last three years. I would like to call on the Members of the SDRM to demonstrate that we can more than match his generous contribution. Right now, we still need \$20,000 to finish Phase One. Contributions of \$100 or more will place your name on the interior building plaque. Sponsors will be listed at the \$1,000, \$500, and \$100 levels. (We'll take more, of course!)

With support, the dedication of the building can take place this summer. Please add your name to our "Display Building Construction Crew" along with Jim and the State of California. The membership of this organization has been wonderful in their support of various Museum projects including the La Mesa Depot, the #2353, train operations, special trips and on and on.

Let's pull together in the creation of the next building block in our evolution. Mark your donation "New Building Fund" and mail to the administrative office 1050 Kettner Blvd, San Diego, CA 92101 for inclusion in the building account. Obviously, this will be a continuing and hopefully growing account as we progress through full build-out. However, your dollars mailed today will insure that Phase One is completed under the state grant deadline of June 15th.

We need your assistance!

# SAN DIEGO RAILROAD MUSEUM

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Pacific Southwest Railway  
Museum Association, Inc.

## Report



### New Members

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

### CONFUSED?

#### AN EXPLANATION: REPORT #248

The printer turned the overhead photo on page 6 of Mike Butters welding on its side (the left side of the photo should be on the bottom!). The Page 8 dinner photos were switched to the wrong captions.



The Editor inadvertently omitted an explanation on the back cover photo of Barbara Frasier and her family noting Barbara donated the SD&A Gold Spike (given by J.D. Spreckels to her grandfather, Trainmaster C.A. Vincent) to the SDRM in 1992. My apologies!

Although REPORT #248 was mailed February 6th, it had references to "future events" in January because nearly all articles were written in December and set up for early January publication. Printing was delayed a month by inclusion of an excursion flyer, to keep mailing costs down.

We hope this ends any reader puzzlement!

Allen R. Andrews  
Darren Arthur Apedaile  
David R. Ashworth  
Baker Family  
Ward A. Baldwin  
James L. Barnes  
Darrell Beck  
Ann Bethes  
Tom Braunger  
B. Ruth Brown  
Paul Bunker  
Cary Family  
Childs Family  
Bob Chebak  
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Adam Cox  
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Catherine Will  
John Witt