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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—



"Hay is for horses", which is what San Diego's first trains were "powered" by. In 1882, steam "dummy" locomotives took over. Note the attire of the train crew and the PCSS terminal in the background in this post-1887 view. The railroad and wharves were abandoned in 1919, and the tidelands filled in to form Navy Field, now the site of the SD Convention Center. Photo from the collection of P.A. Copeland, from F. W. Reif

Facilities Update

By Steve Wade, Superintendent of Facilities



'One heck of a place to drop your pack and rest awhile'.

There are hundreds of museums, just like ours, scattered through out America. I'll bet they, too, have just as many dedicated volunteers. People who answer their particular call. Add each of their pieces to the puzzle and PRESTO!! The BIG Picture.

Many projects are pressing on at Campo. Jack O'Lexey has been busy with the Probation Department working on reopening the access road along our mainline. George Boggs is the driving force behind the New Building in our lower yard. The Boy Scouts are virtually finished with their baggage cart projects. Paul Westover, Mike Redding, Duane Leal and Chris are aligning switches and laying rail in the lower yard. Now there is a great example of a 'puzzle piece'. One tie, by itself, is not very impressive. But, lay down four hundred ties and you have our lower yard. PRESTO!

We are all indeed fortunate to live in such a bountiful country. A country filled with a limitless supply of initiative, dedication and sweat. ALL ABOARD!!!



Footings for the new building at Campo are seen in this March 11th view. In background are UP coach #576 and cafe car #4054.

Photo by B. Schneider



SDRM Staff Members Christy Nieto, Bobbie Ringersma, Chandra George and Kay Carter share a happy moment in front of the SDRM office. Good Luck to all!

Photo by B. Schneider

On April 26th, Chandra George began work as the museum's new Office Manager, replacing Bobbie Ringersma, who flew to Texas April 29th.

Chandra ("chan" as in "channel") was selected from a large field of applicants by members of the executive Committee. She has solid experience working with non-profit organizations, including the Holiday Bowl and the Greater San Diego Sports Association. Chandra lives in La Mesa and has a great deal of enthusiasm.

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Gene Dramm Dies

Active member, train conductor, donor and former Board of Trustees officer Gene Dramm died May 24th at Scripps Hospital from a pulmonary aneurism following major tumor surgery a day earlier. A service at St. James Episcopal Church in La Jolla May 30th was attended by many SDRM members. His family suggests any donations be made to their church or to the SDRM "In Memory of Eugene F. Dramm, for restoration of the Lackawanna cars."

This news was received as we went to press. We will have more about Gene in the next REPORT.

From the Director of Campo Museum Operations

By Denby Jones



As you are all aware, we are approaching the end of two major restoration projects, the 1509 and the 2353. So what is next?

Can the museum afford another major restoration project at this time?

Probably not. So what is next???

Maybe we might take a look at one of the major responsibilities we have as a Museum. The responsibility of **arresting the deterioration** of our artifacts. In the process of completing these restorations, we have developed new skills and resurrected old ones. We can not afford to lose these skills or the momentum that has been built up.

Let's look at the artifacts we have within our museum. A quick trip around the museum area at Campo is a real eye opener!

- Locomotive #46 Prime or paint the boiler jacket. Clean it up. We can not afford to make a new jacket for it, so save the one we have.
- #7485 (The Ant): This is the little engine that could on Great Freight One. Rodents have eaten the seat, the roof leaks, it looks terrible. We may not be able to fix the traction motor at this time, but that does not mean the rest of the locomotive has to suffer.
- #408, the Fairbanks Morse: This is a unique locomotive. It is the one locomotive we have that has an abundance of spare parts, but it is rapidly turning from green to rust. The floor and window has to be replaced.
- The Commandant: Seal the windows or better yet rebuild them. This can be done not as a commercial project but as a Museum project using the skills that were developed on #1509.
- #4054, the UP diner: We are losing that car rapidly to the elements. Again, this is a unique car and a potential money-maker. Remember, #408 was originally a UP locomotive, and with #576 and #4054 we have an authentic UP train.

These are just a few of the problems that I observed. We have the talent and the skills to **preserve**, I did not say

restore, these artifact. If you feel that it can not be done, take a long look at #1820. That locomotive has been preserved, and is on it s way to being restored and it is all because one man decided to take charge and do it. Thanks, Dave Slater!

I guess what we need is individuals to come forward and accept the responsibility of preserving the artifacts we have. These tasks do not need to cost a small fortune, I am talking **arresting and preserving**, not restoring. So take a look at what is out there. Pick a project and get some people together. Let's save what we have. See you at Campo!

East County Line: Media Mentions Museum

On February 21st, San Diego City Councilman Juan Vargas replaced vacationing Roger Hedgecock on his KSDO radio talk show, and addressed the possibility of reopening the SD&AE rail line to Imperial County. Vargas and his guests (including MTDB's Tom Larwin) and callers discussed costs, benefits, and work involved in rebuilding it in a serious, constructive and positive manner. The SDRM was mentioned favorably, and caller Lew Wolfgang noted work done on the line by museum and other unpaid workers.

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In an April broadcast on the KGTV Channel 10, newscaster Jack White announced the Commerce Department says it is "...willing to start rebuilding" the San Diego-Imperial County rail line. Freight service on the line would be of benefit to the San Diego economy, and ties in with the North American Free Trade Agreement (NAFTA). It was accompanied by some excellent old film clips of steam-powered trains in the Carrizo gorge and a photo of SD&A builder John D. Spreckels. Jack White, a member of the museum Board of Trustees, used the La Mesa Depot equipment as a backdrop for part of his narration.

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A reminder: **NO ONE** is allowed on railroad property without railroad permission! Anyone expressing an interest in walking Carrizo gorge should be **strongly discouraged!** More fires, collapsed tunnels, and vandalism are **not** needed. And it is **illegal!** The railroad right-of-way is **not** open to the public!

RAILFAN QUIZ



What, when, and where was San Diego's first railway?

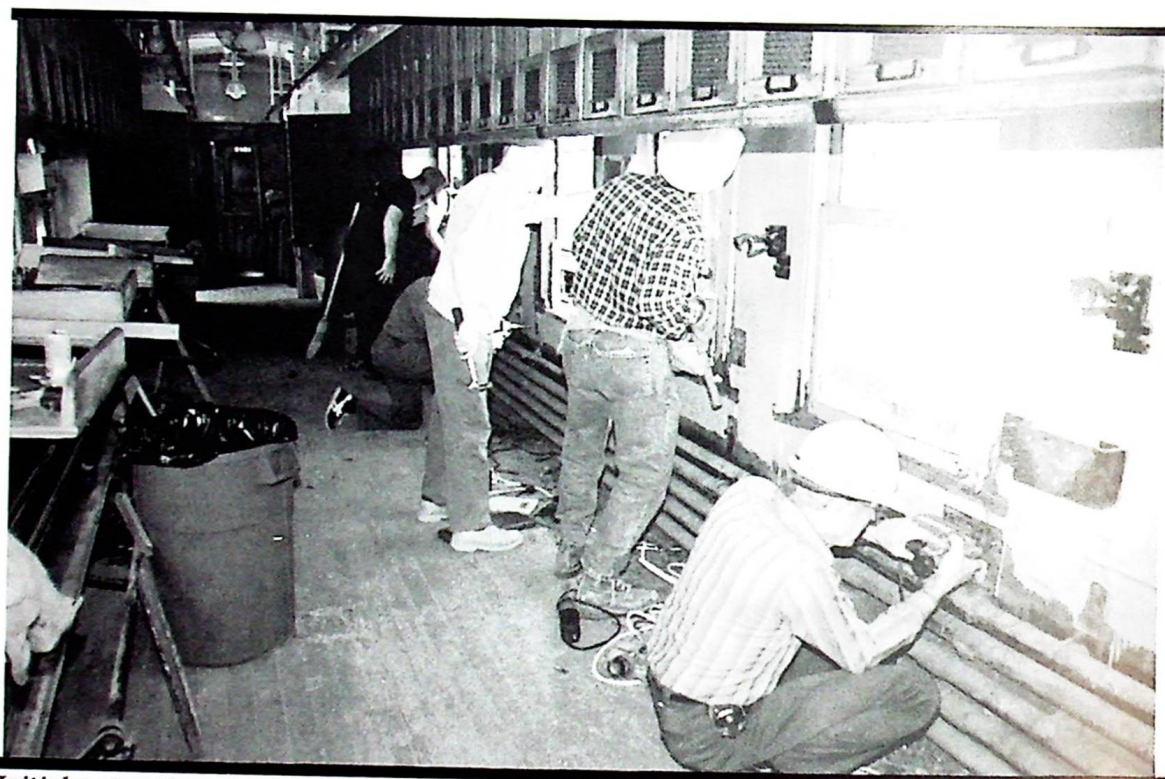
What's there today? Answer on page 11.

Restoration Department By Ted Kornweibel, Superintendent

There's something both exhilarating and intimidating about starting a new restoration project. Excitement comes from taking a candidate for the scrap line and beginning to turn it into a museum-quality artifact. This is the sow's ear-silk purse phenomenon, knowing that patient human effort can transform a rusty hulk into a car that can enthrall casual visitors and delight serious railfans. That's why we are beginning work on AT&SF railroad post office car 74. The challenging part is the amount of the work that needs to be done,

and some hopelessly rusted metal work. Now comes one of the greatest tests: determining whether to patch or replace, repair or remanufacture. We don't have all the answers yet, but we sure have some good minds at work.

Two work weekends have already accomplished a great deal, while generating a high level of enthusiasm. I wish everyone who came to Campo was like **Neil Harter**, who rode the train one weekend, sent in a membership a few days later,



Initial restoration of AT&SF 74. From left: Neil Harter, Ted Kornweibel, Dick Cupp, Jim Hamill, Frank Stites and Dick McIntyre.

Credit: Frank Stites

and the careful planning, costing, searching for parts, and organization of labor that will be required. We have done all this before--witness AT&SF 1509--so we know this restoration project is possible. But it needs your support. And that's why you joined the Museum.

Work on 74 has begun, with two objectives. One is to clear out all of the non-railroad appliances and fixtures that were added when the car was used as a gift shop in Houston. Thanks to a great bunch of on-fire volunteers, that job is about complete. The second priority is to remove enough deteriorated parts to allow us to budget and plan what the finished job will require. To this end we have taken out several windows

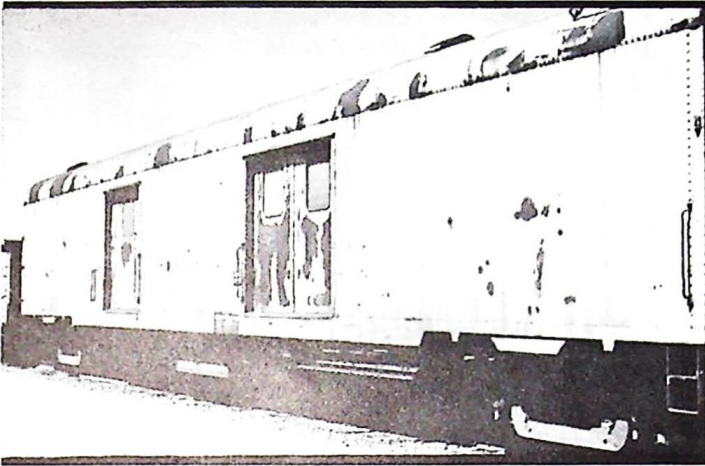
and read the Report shortly thereafter, called to volunteer when he read the appeal for workers, and showed up at Campo on short notice! Thanks, Neil. We hope to see a lot of you at Campo.

Also part of the 74 team are Museum Restoration Department stalwarts **Frank Stites, Steve Wade, Dick McIntyre, Dick Cupp, Bob Haney, Jim Hamill, Ken Faller** and son **Jason**, and **Ted Kornweibel**. And there's room for twice this number. Give Ted a call at 461-0098 to get in on the ground floor. Those of you who helped restore 1509 know what a great feeling it is to have your fingerprints (figuratively) all over that fine car. You can experience the same satisfaction with AT&SF 74. All aboard!

SD&IV Moving Museum Equipment To Campo

By Bill Schneider

With the April 12th arrival in San Diego of SP #6700, five pieces of SDRM rolling stock were ready for their long-awaited transfer to Campo as part of an SD&IV freight move.



SP baggage car #6700 is the newest addition to the museum's collection, and will be used on our SD&A trains after a badly-needed repainting. Built in 1960, it's always been dark gray. Photo by B. Schneider

Museum equipment:

SP #6700.

Baggage car. St. Louis Car Co., December 1960. Last of 100 Class 66-B-1 70' economy baggages. Steel, round-roof lightweight, 66'2" over end sills, 70'1" over coupler pulling faces. Timken bearings. Windows only on wood doors (1 single, 1 double per side). Dark gray entire life with silver-gray lettering, scafoam green interior, maroon varnished wood floor.

Used on *Coast Daylight*, other trains. Stored Oakland CA 1986, sold twice, moved to East Los Angeles.

Purchased by SDRM November 1994 with funds donated by Bill Niedrich. Will replace USAX #G-10 as Refreshment/Restroom car on museum trains after repairs, repainting.

SD&A #7285. Ex-USMC #248391, ex-USA #7285.

Diesel-electric locomotive. GE, Erie PA., March 1943.

80-ton centercab, two 250-hp Cummins diesels, Timken bearings. Rebuilt Chattahoochee Locomotives Works, Cornelia GA, 1986. Was black, green. Now Safety yellow.

At Radford VA; Chattanooga TN; Camp Pendleton CA. Donated to SDRM by US Govt. December 1993.

CA Surplus Property fee paid by Bill Niedrich.

See REPORT #243.

MP #13936.

Caboose. Int'l Car Co., Buffalo NY, October 1980.

Steel, bay window, short-body road type. Timken bearings. Bright red, silver roof.

Kansas City; Corpus Christi; Grand Island; other areas.

Purchased by SDRM from UPRR January 1993.

See REPORT #241.

DODX #38128. Ex-USAX #38128.

Flatcar (heavy duty). Magor Car Co., April 1953.

Steel, 54 ft., 100-ton capy. Brenco bearings. Olive drab.

Fort Bragg NC; Barstow CA; Yermo CA; other areas.

Donated to SDRM by US Govt July 1991.

Carrying KCC #100 trucks.

Kennecott Copper Co. #100. Possibly ex-D&RG.

Business car. Builder unknown, circa 1890-1910.

Wood, steel I-beam, 51' over end sills. Open platforms, 28 seats, coal stove, Symington friction bearings.

Was Light Pine green, Pullman green, Tuscan green, purple.

Used by KCC President Jackling. Crew trip car Bingham Canyon UT 1920's-1950's. Donated to Sons of Utah Pioneers/Utah Ry Museum, Corinne UT, 1957; to Wasatch MtnRy/Heber Creeper RR, Heber City UT, 1980. In film Red Fury 1980's. Purchased, donated to SDRM by Dan Marmell, July 1993. To Campo on DODX #38128 (trucks), SD&IV #1200 MW (body).

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Non-Museum-Owned Cars Going To Campo:

SD&IV #1200 MW. Ex-SD&Ae, Ex-SP.

Flatcar. Builder unknown, May 1954.

Steel, 77-ton capacity. Friction bearings.

Carrying KCC #100 carbody.

#3343 *Lady Gaye Laurel*. Ex-Black Hills Central, ex-IC.

Private car. Builder unknown circa 1950's.

Steel, lightweight. Was 44-passenger chair-buffet.

Acquired 1975 by James Straza of Jet Air, Inc. (El Cajon, Oak Ridge TN). Interior rebuilt with round bed, couches, chairs, dining area, mini-kitchen. Formerly maroon, now silver with red, white, blue striping, much graffiti. Was stored at SD&AE/ SD&IV, AT&SF/SDN yards, San Diego.

Owner was in legal, financial actions with US Govt.

For sale (asking \$50,000); to be stored at Campo by SD&IV.

See REPORT #113, #124

Steam Whistlin'

By Larry J. Williams

It has been quite some time since my last comprehensive report on the progress of Locomotive 2353. So this is where we are as of early May, 1995.

My response to the most common question is "late summer...maybe".

A review of each phase of work now under way would probably be beneficial to all concerned.

The **tender** is complete and full of water. Fred Perry has acquired two new flexible water hoses to the locomotive as a donation from Gates Rubber Company and they have been mated to our brass connectors. The fuel supply line balco joints have been renewed and are ready to be installed. The wood decking on top is finished. The letter stencils have been designed by Larry Owen and will be painted when we get good weather. I plan to hook the tender to the locomotive soon.

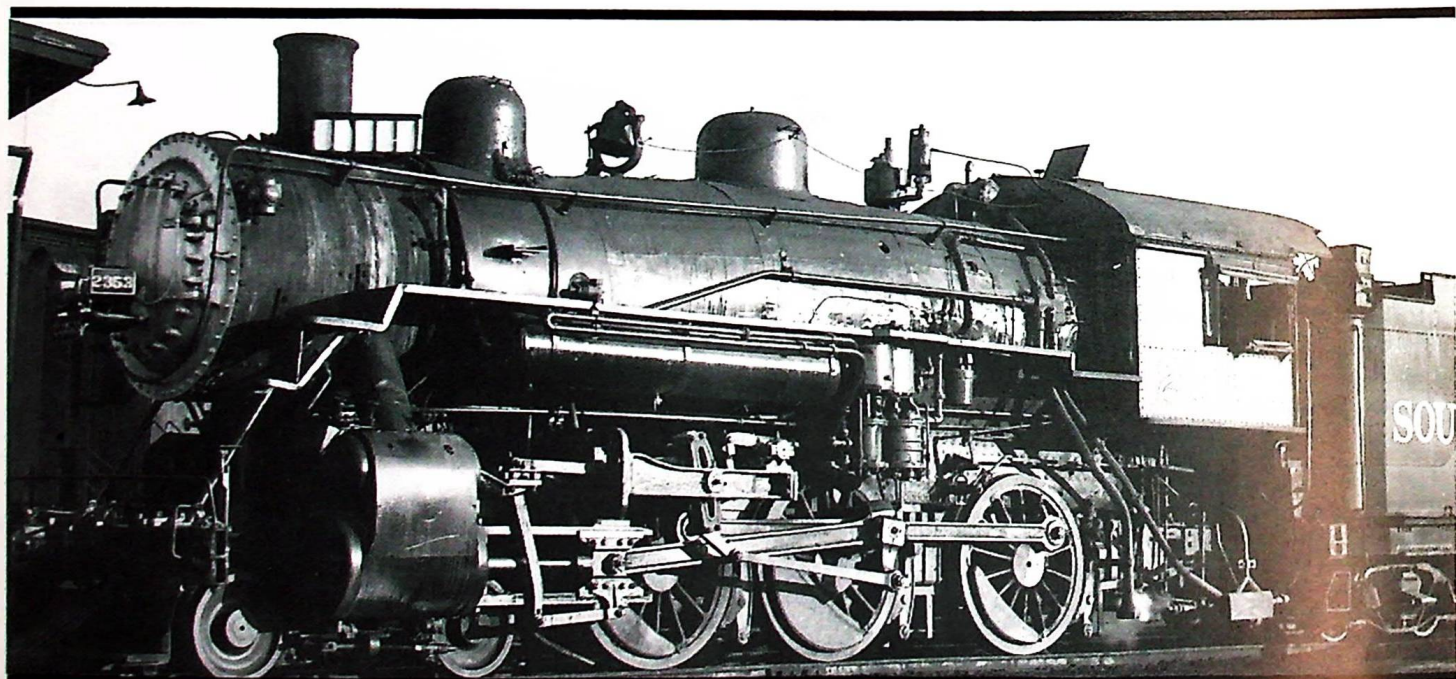
The **crew cab** has the new wood lining installed by James Balnis and Kathy Rice. The paint is original and called "forest green". They are now fitting the new window slides

and frames that were built by Fred Barker. They will be painted in the original bright red color. Karla Von Huben is looking for the safety glass we want. Rosie Murray and Ray Lethbridge have been installing the original electrical boxes and switches that were reconditioned by Phil Heil. I want to set the cab on the locomotive around mid-May.

There has been much interest in the broken rivets on top of the **boiler** that hold the inside T-bars that anchor the crown bar stays. The repair is complete. Bill Palmer consulted with boiler experts at Grand Canyon and Strasburg and all agreed on a procedure called "**patch bolts**". Machinist Chris Ward then found data and patterns in the Machinist Handbook to prepare the holes and make the bolts. Further data on the stresses involved was provided by **George Sapp** from the Sacramento/Georgetown shops. Next time you are out at Campo, climb up to look at the fine job the guys did.

The **firebox bricks** and mortar are at Campo, thanks to a donation from the Pryor-GheGhe Company arranged by Fred Perry. The brickwork installation will be done by one of Fraser Boiler Service's people. Tom Walker worked with the burner steam and oil pipes.

The **smokebox cover** and appliances are ready. The steel of the old smokebox front was so thin that I decided we had to replace it. I designed a plan to replace the outer ring that was beautifully executed by welder John Childs. The arrangement of the **exhaust nozzle** and **pettycoat pipe** was settled when Richard Dick made another visit to Mesa, Az, to the #2355.



*SP #2353 still had a rectangular, or "square" type of tender on August 14, 1948 at the SP shops in Roseville, CA
Photo by Al Phelps; Print by Stan Kistler*

The **air brake system** is receiving the attention of several guys. Wayne Von Mourik has done the **shoe hangers, equalizer bars, and pull rods**. The **cross-compound pump** is being assembled by Ken Kahan. He has already finished it's **governor** and it's **lubricator**. The **valves and pipes** have been completed by Slim Ostrander, Bob Nickles, Dick Hobson, and Tony Neese. We bought new brake shoes last year. The **main air tanks** were test by Mike Reading.

Our Walschart's valve/reversing gear **pins and bushings** were done by Dick Pennick and are ready to be installed.

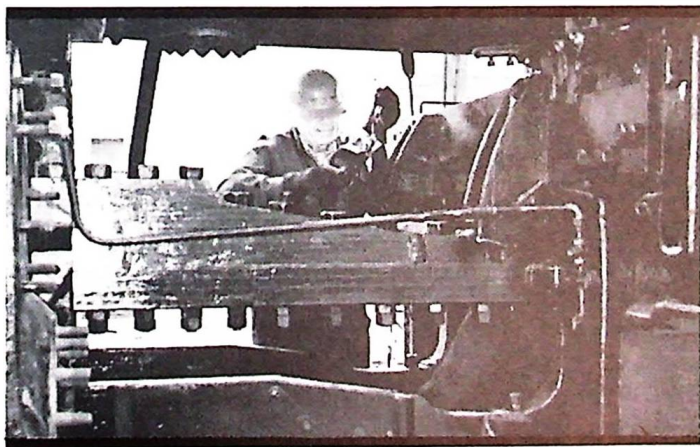
The main driving gear is the next big item. The **valve cages and cylinder bores** were done last year by Golton Marine's crew. The **piston grooves and rods** were turned by Carlson-Beloyue Shop, much of it donated to us arranged by Bill Palmer. A donation bought new **piston rings** machined to special fit. The cross-head **guide bars** were milled true and were installed by Rich Childs. The next step is new babbitt on the shoes and making new rings for the valves.

Our lathe master, Fred Carnathan, has been turning out new brass bushings for the **side rods and main rods**. We expect to mount the rods on the drive wheels soon.

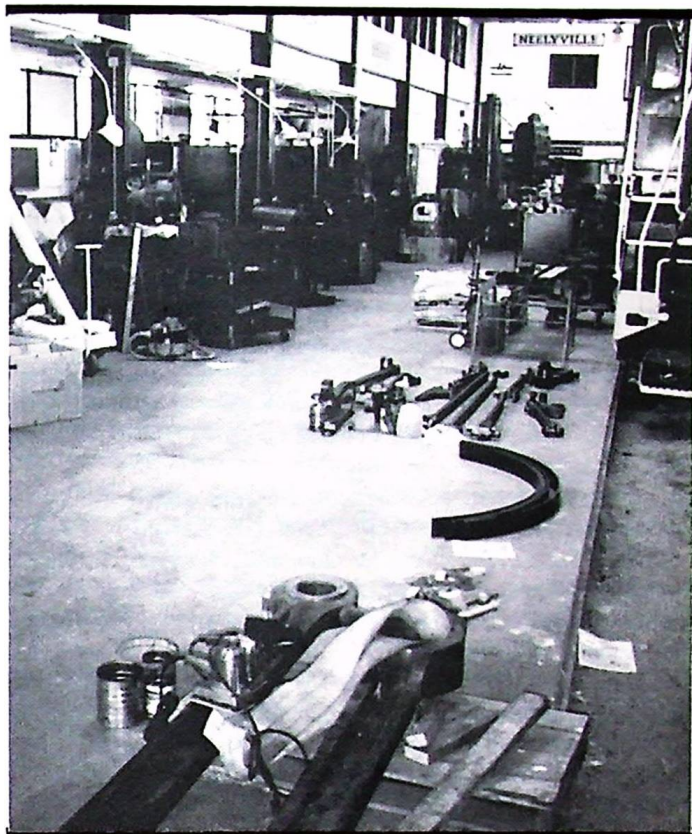
The final appearance of our locomotive depends greatly on the outer jacket metal covering the boiler. We are fortunate to have Wayne Tucker, who did such a good job on the Santa Fe #3751 jacket, to design, cut, and form ours. The **priming/painting** of it is being done by Jack O'Lexey. All of the exterior paint, both black and silver, were donated by Ellis Paint Co. and arrangement set-up by Fred Perry.

The final coats of black paint are being applied to the frame, wheels, pipes, walkways and decks by Don Bellis, Mark Duerst, Beckie K, Duane Leal, and anyone who shows up to help.

So what all remains to be done?



Slim Ostrander and others work on SP #2353, putting her back together.
Photo by B. Schneider



A view of part of the machine shop at Campo in December. The parts in the foreground are now on SP #2353!

Photo by B. Schneider

We want to build a fire and test all appliances under full steam pressure by the end of May. To do that we must have the cab on, the tender hooked-up, the water injectors functioning (Jim Baker, our water chemist, has them ready), complete the steam turret and fireman's manifold (Fred, Slim, Dick and Tony will have it done), and get some fuel.

Only then can we attach the insulating layer to the boiler and cover all with the jacket (a task I estimate to take over a month) and have Jack do the finishing paint touch-ups. During that same time, the valve gear must be installed, valves assembled and timed, pistons and rings installed with the cross-heads, and the main rods set on the wheels. All this will be followed by at least a month of testing, adjusting, and re-testing right there on track six before we venture out on the main line for road testing of the 1001 pieces we have installed.

There is, of course, the question of money needed to finish. I estimate another \$4,000 to \$5,000 to buy parts, supplies and a load of fuel. Finally, you all have been patient for nearly five years while we worked on 2353. Please continue to give us the few remaining weeks needed to finish the work and put a locomotive on the train that will make us all proud of the SD&A and our museum.

Keeping Time: Watch Inspection On The SD&A Part I

By Vincent S. Ancona

The following is a condensation of an article in the June 1992 Nat. Assoc. of Watch & Clock Collectors BULLETIN.

While employed by the San Diego Historical Society, by sifting through files on the San Diego & Arizona Railway that SDHS Volunteer Bill Richardson spent five years organizing, I was able to put together a fairly accurate picture of how watch inspection worked on the SD&A, and presumably other railroads. The files covered a 14-year span from 1918 until the SD&A was sold in 1932.

The importance of accurate timekeeping had become apparent in 1891, when two trains collided near Cleveland, Ohio, killing 11 people. The generally accepted explanation was that the pocket watch of the engineer of one of the trains was four minutes off. The timepieces used to operate railroads were not reliable, and some method of regulation was needed. However, overseeing and inspecting all watches and clocks and establishing standards of accuracy was beyond the ability of most railroads. The cost of setting up such a system, and the expertise required, made it nearly impossible for small railroads like the SD&A to undertake an endeavor on their own.

It was for this purpose the **Official Bureau of Railroad Time Service** was established in Cleveland by Webb C. Ball in 1893. His system of standards for railroad watches and guidelines for inspection became industry standard. On December 1, 1918, the SD&A decided to enter into a contract with the OBRTS. As General Time Inspector, Ball would implement and maintain a time service on the SD&A for \$ 15 a month; oversee the inspection of watches and station clocks; maintain records on their performance; and determine the minimum standards for time safety.

Ball did not do all this himself. He appointed jewelers in San Diego and other points as local watch inspectors. These were the ones who actually checked employees' watches. The local inspectors reported their findings to Ball and SD&A Superintendent J.R. Lowe. Ball made sure the inspectors carried out their duties, while Lowe handled the disciplining of employees who possessed substandard watches or failed to have them examined.

In December, 1918, Ball came to San Diego and appointed downtown jewelry store owner J.W. Ware as local

watch inspector, and supervised the first inspection of employees' watches. This gave Ball the chance to record the make, model, and serial number of each watch, and make sure each man carried a watch that met his standards.

At that time, the standards for railroad watches were: 16-size; at least 19 jewels; double roller; adjusted to five positions, temperature, and isochronism; open-face; lever set; Breguet hairspring; and dial with bold Arabic numerals. Previously, 18-size, single rollers, and 17 jewels were allowed. Employees who had been working on the SD&A for some time and owned watches which met the old requirements were allowed to continue using them.



There were three aspects to time service: **comparison, inspection, and cleaning.** Each employee had to take his watch to the local inspector and **compare** it to a master clock. Engineers, conductors, and all employees whose job required them to operate trains or dispatch orders were required to compare their watches twice a month, once between the 1st and 15th,

and again between the 15th and end of the month, spaced at least ten days apart. The inspector checked to see how many seconds the watch was off, and recorded this on a small blue card known officially as the **Standard Watch Certificate**, which the employee was required to carry at all times. The employee had to sign the inspector's register as evidence the comparison had been made. The inspector also re-set the watch to the correct time. Any watch which varied more than 30 seconds a week or one minute since the last comparison had to be repaired or regulated.

Every six months (originally every three, changed in 1920) an inspection was made of each employee's watch by the local inspector to insure it was in proper running order and up to standard. The inspector would then take up the employee's old blue card and issue a new one. An employee would not be issued a blue card without having a watch that met railroad standards, and technically was not allowed to work without such a watch and blue card. The Official Bureau also required each employee have his watch **cleaned** and oiled every 18 months (originally every 15). If the employee took his watch to the local inspector for cleaning, he was given a

standard loaner watch and his blue card was traded for a pink loaner card bearing the make, model, and serial number of the loaner watch. If the employee had his watch cleaned by a jeweler of his own choice, he had to obtain a loaner watch from that jeweler and take it to the inspector, who made sure it was up to standard and then issued a pink card. obviously, the second course was more inconvenient. In either case, the employee was required to continue adhering to time service procedures. His loaner watch had to meet the same standards as his own, and he had to have it compared on a regular basis.

The local inspectors bore the brunt of the work. Ball (who died in 1922) and his successor, W.F. Hayes, made periodic trips to San Diego to make sure the time service operation ran according to plan. The Official Bureau kept records of all comparisons and inspections, and served as a liaison between the SD&A and the local inspectors.

Because of laws restricting free railroad travel by inspectors, in 1923 the Southern Pacific decided to cancel its contract with the Official Bureau and handle its own watch inspection. The SD&A, partly owned by and connecting primarily with the SP, also cancelled its contract, and entered into an agreement with SP's Time Service headed by Stanley Pope, who served as the SD&A's General Time Inspector until its 1932 takeover by the SP.

There were also changes in local inspectors. Those in El Centro and Calexico had little to do compared to Ware. They simply compared watches of men in their areas. Ware had more employees to service, and the responsibility of making a monthly traveling inspection to compare watches of employees along the line who had no means of getting to town. Due to regulations restricting free travel on passenger trains, Ware or one of his men had to make inspections by riding a supply train. If there was no return supply train the same day, he would spend the night in El Centro and return the next day. This meant Ware had to miss one or two days in his shop every month. He also was responsible for servicing three station clocks along the line. For all these services, Ware did not receive a dime. It was expected that additional business brought in through repairs, cleaning, and sales to railroad men would be compensation enough.

Correspondence between Ware, Lowe, and the General Time Inspector indicates Ware was rather temperamental. He seems to have been reluctant to make the traveling inspections unless convenient to him. Some complained he charged a dollar more for cleaning than other jewelers, and were dissatisfied with his service. Ware claimed the men were taking their watches to other jewelers who cleaned them for a lesser fee, but made no attempt to regulate them. When the watch failed to keep good time, the owner would bring it to Ware, who as local watch inspector was obligated to regulate it free. Ware complained he was being forced to provide a service someone else had been paid for, and refused to regulate

watches cleaned by other jewelers.

In October 1922, Hayes appointed an additional inspector in San Diego. The Bureau informed Ware they would "...be glad to have you continue the road work, sending your man on the Supply Train as heretofore". Incensed, Ware responded with a letter of resignation, noting the work "...costs about \$ 60 per month to handle". Jeweler E.G. Hammond was then named inspector in San Diego. However, the SD&A began having the same problems with Hammond, who had a habit of not making the traveling inspections on the grounds he was too busy with his own business. Hammond seems to have been more ornery and indifferent than Ware, and several letters mention his refusal to follow procedures, and occasional temper tantrums when questioned about his practices. He would apologize and promise to make the monthly inspections, but a few months later would have to be reminded again.

General Time Inspector Pope finally realized the traveling inspections situation was hopeless, and in April 1928 appointed the Davidson Company, a Los Angeles jewelry firm, to send a man down each month to make them. Davidson took advantage of this by sending down a crack salesman to make them, while at the same time making watch and jewelry sales to the railroad men.

In August 1928, Pope named San Diego jeweler Leo M. Schiller as an additional local inspector, feeling the work was too much for Hammond on his own. Often men had to wait weeks to have watches cleaned by Hammond, as he never had enough loaner watches on hand. In January 1929, Pope's office found a watch loaned by Hammond was not up to standard. When questioned, his reply was "...very unsatisfactory". Pope and Lowe dismissed Hammond May 1, 1929, and Schiller took over all San Diego work.



Conductor Dave Slater and Brakeman Rene Scheuerman compare their watches at Miller Creek in this 1986 photo.

Photo by L. Rose

From The Boardroom

By Bill Schneider, Secretary, Board of Trustees

January 25, 1995

A tradeout with the San Diego Military Heritage magazine resulted in extra museum publicity.

The January 28th Tecate trip is sold out. Five coaches, #1509, *Robert Peary*, and #G-10 will be on the #1809-powered train. The March 25th has 20 seats sold to date.

San Diego State University is underwriting **African-American Railroad Heritage Day** at Campo February 18th, with a slide/lecture by SDSU's Dr. Ted Komweibel (our museum's Superintendent of Restoration), and visit to our "Jim Crow" RS&S #3 car.

A possible SANDAG study on the feasibility of reopening the SD&AE Carrizo gorge route was noted.

Niedrich and Judd outlined the possibility of restoring a disassembled San Diego horsecar owned by the SDERM.

Ridership in 1994 was 18,495 compared to 18,948 in 1993. Trains were cancelled on weekend due to heavy rain.

Operations Director Denby Jones reported on roadbed conditions. Due to major problems with IID #151, the Staff recommends returning it to El Centro. Jones is leaving General Dynamics for a position with the SD&IV.

Former San Diego Model Railroad Museum President and PSRMA member Steve Seidensticker outlined a proposed **Railfair 2000** to celebrate the turn of the millennium with a July 2000 event that might draw 30,000 to 40,000 people to San Diego. Possibilities include having the NMRA Convention at the Convention Center, hosting NRHS, TRRA, Garden Railroad Association, and other rail buff conventions, bringing several "name" trains and steam locomotives to San Diego, and a multi-day trade show. The Board asked many questions and discussed the concept. It was agreed this would be an excellent opportunity, with SP #2353 on line and our Santa Fe display facility opening in 1997, and will be carefully studied. We need to know what would be required of us, and costs.

The museum's dinner commemorating the SD&A's 75th Anniversary of Completion was reported on and discussed, and appreciation to all involved was expressed. The December 2nd dinner netted \$8,797.13 in income over expenses.

A 1995 Proposed Budget totaling \$763,480 was presented by Reiter. Following much general discussion by Board members and Staff, it was examined line by line. Every item was looked at, many discussed in detail, and several changes made. After hours of discussion, the amended Budget was adopted (copies available in office).

Judd stated SDE trolley car #201 must be moved by April 15th, as the Cameron Corners property is being sold.

A brief report was given on the Campo Building progress.

Larry Williams reported on SP #2353. Another machinist, welder, good weather, and \$10,000 are most needed.

February 20, 1995 Executive Committee

A Resolution was passed to join with the U.S. Conference of Mayors in calling on the President and Congress to re-authorize the NEA, NEH, and IMS for five more years, and continue their appropriations at or above current levels.

These agencies provide funds for museum and other programs, and leverage support for a \$66 million industry that has a \$266 million impact on the San Diego economy, employs over 3,700 San Diegans, and returns over \$7.5 million in local and state tax revenues.

A \$17,000 shortfall due to cost increases for the new building at Campo was discussed. The reallocation of \$5,000 in Grant funds, possible postponement of \$5,000 in interior work, a \$7,000 fundraising appeal, and pursuit of other possible funding sources were approved.

The submission of bids on jacks and other pieces of steam locomotive equipment being auctioned by Norfolk Southern Railroad in Alabama February 28th was discussed. Unknown costs of these very desirable but heavy and expensive items and transportation, and lack of budget for this made it impossible to authorize.

A Policy Statement on small "perks" to museum volunteer workers was adopted to clarify cost accounting.

A proposal from the SDERM for joint reassembly of an SDE horsecar was discussed. The Committee felt reconstruction and exhibit in the Santa Fe Depot appropriate, but will require clarification. Funding would have to be obtained from outside sources.

A draft Summary of the position of Executive Director and Job Descriptions for museum positions were review and discussed. Advertisements will shortly be placed in appropriate publications after further review and input.

March 7, 1995 Executive Committee

The Office Manager's Job Description was reviewed, hours of work discussed, and an ad approved with an April 1st response deadline.

Priorities of responsibilities for a new Executive Director were discussed. Ads will be placed locally and in selected railoriented publications, with a May 1st response deadline.

Problems encountered in installation of a switch to access the future museum display track alongside the baggage building at the Santa Fe Depot were discussed, including the financial situation of the firm that promised to donate the \$50,000 switch.

It was recommended a Task Group be formed to investigate the possibility of acquisition through donation of a hi-rail fire truck that might be available.

Kennecott Copper business car # 100 has been moved out of La Mesa, and will be taken to Campo with other museum rolling stock.

March 28, 1995

President John Starkey expressed thanks to Executive Director Kay Carter and Office Manager Bobbie Ringersma, both leaving San Diego, for their years of dedicated service. A reception honoring them will be held At Corinne Gallagher's home April 15th.

The March and April Tecate trips are sold out. Many VIPs are also on these trips. Another Tecate trip was added for May 20th. The layover in Tecate may be extended due to many requests.

The use of museum equipment in films, videos, and commercials was discussed, and their benefits in publicity and finances. A "Charger Weekend" and the proposed **Railfair 2000** were discussed, and a committee appointed to work on the latter.

There was considerable discussion led by Glenn Reiter on the new financial reporting system, expense tracking, project costing, and resource allocation. A policy on small perks to museum volunteers was passed with one dissenting vote, to clarify cost accounting. The Board also authorized a committee led by Jim Mills and Chop Kerr to proceed with planning for a "Movie Night" on the former SP ferry Berkeley, now part of the SD Maritime Museum. Conceptual approval of a sewer line relocation at Campo was also given.

Considerable discussion on hiring new staff. To date, 37 resumes have been received for the Office Manager position. The possibility of postponing hiring a new Executive Director for a few months to conserve resources, due to the loss of projected revenue caused by the delay in having steam on-line, was raised. The urgent need to repair our revenue-earning passenger cars and locomotives was also raised. It was then pointed out that many grants require full-time paid staff, and an Executive Director is needed. The Steam Team may have SP # 2353 steamed up Memorial Day, and possibly have a trip in late June. Operations Superintendent Mike Reneau noted the California Department of Forestry may not permit us to operate steam until the fire season is over, possibly in November. This would severely impact on planned museum revenue.

George Boggs explained progress on the new Campo building, and an unexpected price increase of \$ 4,000 due to increased steel costs. This is being discussed with ARCO by Boggs, Carter, and Reiter.

President Starkey inspected all equipment and facilities, and will present his findings and recommendations to the Board in May on spread sheets. Reneau mentioned that at least five of our six ex-Lackawanna coaches will need replacement fairly soon. They have no strong center frame, and are slowly "bending", with the ends "sinking", as they were not designed to be pulled.

Dick Pennick reported on the move of the "Jacumba Cars" to Campo, and the Board commended all who were involved in the move.

Much discussion on the feasibility of moving SDE trolley carbody # 201 from Cameron Corners to Campo. Lyle Judd explained its history, and the need to move it by April 15th, or the new property owner may demolish it. The difficulties and costs of such a move, and past efforts, were discussed at great length.

The Board gave conceptual approval to the idea of providing some suggested recreational rail trips in San Diego during the 1996 Republican National Convention, to enhance the museum's image and earn additional revenue. We will work with the Mayor's office and task groups. It was stressed this is not "political", and we would make the same effort if it was the Democratic National Convention. We need to move fast and develop a timeline.

Grant requests concerning the South Bay (Coronado) rail line proposal were reviewed and commented on. We are working with the San Diego County MTDB on this.

The proposal to rebuild a horsecar from parts now in storage owned by the SD Electric Railway Museum was reviewed. The Board consensus was that outside funding will be needed. It was agreed it would be a good piece to display at the Santa Fe Depot.

CalTrans wishes to use our parking lot at Campo April 23rd during a celebration of the 100th Anniversary of the completion of the first paved road in California. There will be a major event at Boulevard, and many classic cars driving in the area.

George Coleman noted funds used to plan the museum's display center at the Santa Fe Depot are coming from other sources, and not from our museum's general funds.

Judd stated the SDERM wishes to give us a left-hand ground switch, and the offer was graciously accepted.

Railfan Quiz Answer:

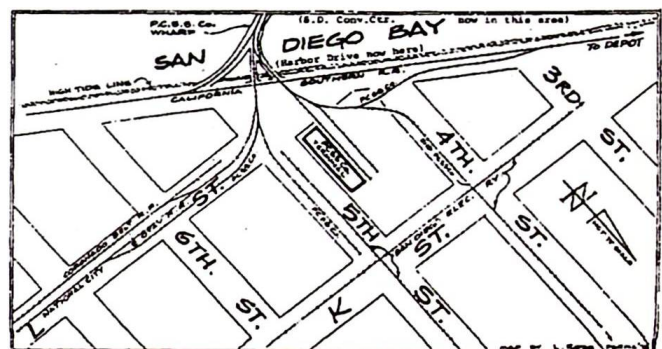
RAILS OVER THE BAY!

by Bill Schneider

San Diego's first railway was built in 1872 by the **Pacific Mail Steamship Company** on a 600-foot wharf at the foot of Fifth Street downtown to transport coal in four horse-drawn dump cars from ship to shore. In May 1873 the S.D. Union slyly reported that "...the engine on the railway... ran off the track Thursday near the shore and was not found until Saturday". It was a horse!

In January 1875 the line was reorganized as the **Pacific Coast Steamship Company**. Other freight was carried on the rails, and passenger cars saved ship passengers the long walk between deep water and the shore.

The wharf was rebuilt in 1882 and lowered six feet to meet the grade of the new **California Southern Railroad** (today's **Santa Fe**), which was built on a fill (today's Harbor Drive) 50 feet out from the shoreline at the time.



The PCSS Co. terminal area about 1890 with connections to four railroads.
Map by L. Rose

The PCSS track was standard-gauged, and steam "dummy" engines (locomotives disguised to resemble streetcars) were placed in service in June 1882. In 1887 a new terminal and office was built at 5th and L Streets. The nickel ride from the terminal to the end of the wharf was a popular Sunday excursion for years. Some trains had up to four passenger cars and two locomotives!

In 1919 the wharf and its railway were abandoned and covered by fill, which later became part of Navy Field. Half of the terminal was demolished to make room for **San Diego & Arizona Railway** (today's **San Diego Trolley**) mainline and yard tracks. The other half was used as a warehouse until the 1960's, when it was dismantled.

Today the spectacular and expanding **San Diego Convention Center** and **Embarcadero Marina Park** occupy the site of the city's first railway!



References:

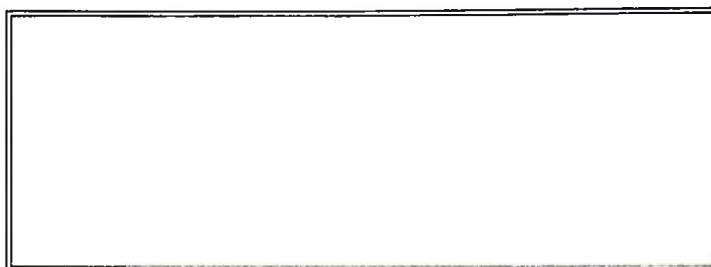
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SDRM MEMBERSHIP

ONE YEAR

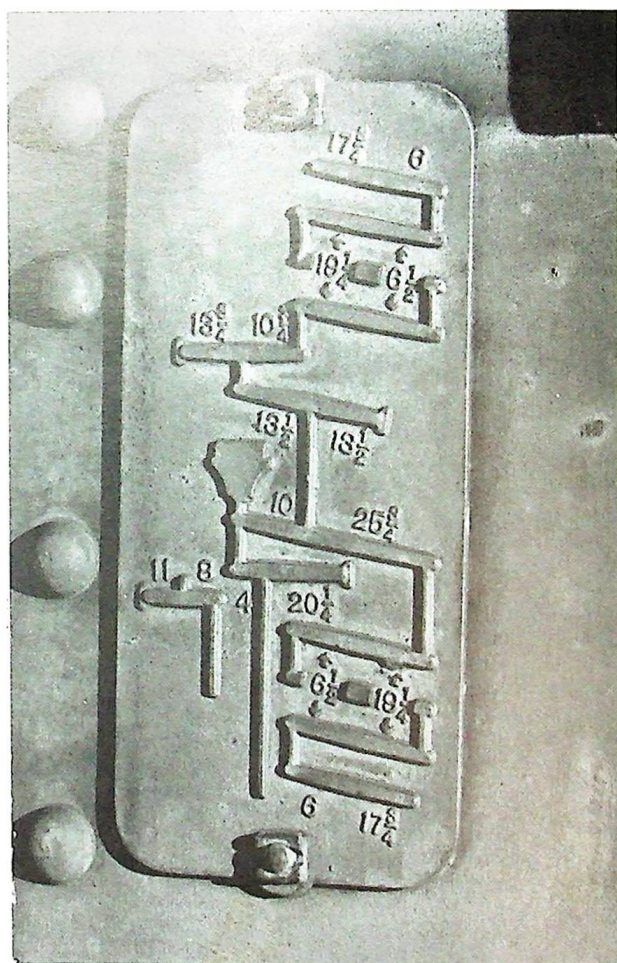
Senior/Student - \$15
Individual - \$25
Family - \$35
Contributing - \$50
Supporting - \$75
Sustaining - \$1500

LIFE

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

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Benefactor - \$5000



Calling all Flatcar Fans! This plate is on the side of our newest flatcar, DODX (ex-USAX) #38128. What do the numbers mean and what is the plate called? Send your answer to Bill Schneider c/o SDRM office.

Photo by B. Schneider