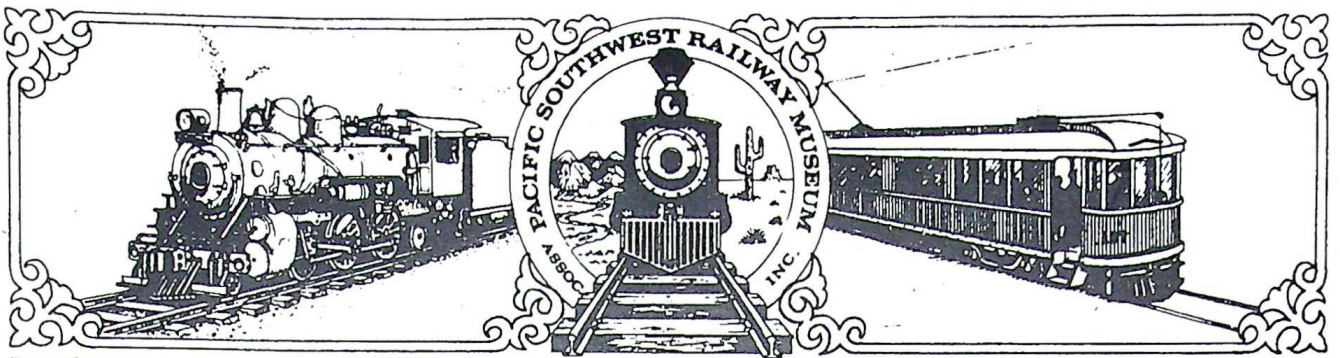




May /Jun. 1995

REPORT

Volume 251

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



In the tradition of "Whistle Stop" campaigning, three of San Diego's leading political figures wave from the platform of cafe/lounge #1509 during the March 25 Tecate trip. Left to right: Former State Senate President Pro Tempora and MTDB Chairman James R. Mills, who funded the cars recent restoration; San Diego City Councilman Juan Vargas; and former San Diego County Supervisor and present MTDB Chairman Leon Williams.

Photo by Bill Valverde



From The Boardroom

May 23, 1995

By Bill Schneider

Corinne Gallagher was thanked for providing her home for a reception for Kay Carter and Bobbie Ringersma. New Office Manager/Bookkeeper Chandra George was introduced to the Board.

Gallagher gave a report on the 75th SD&A Completion Anniversary events at Campo November 25-27, 1994. Ticket and bread sales and a donation totaled \$7,858.39 that weekend, despite bad weather.

Executive Director Carter, now working part-time for the museum, noted recent press articles and videos featuring the SDRM, and some in the making, including *Time Wave* videos. Resumes from 59 applicants for Executive Director were screened by President John Starkey and Vice President Glenn Reiter, who will interview ten and make recommendations to the Board.

Liability insurance was renewed and upgraded to satisfy new requirements, with only a \$500 increase in annual premiums.

Campo Operations Director, Denby Jones, reported 1995 ridership figures are very good, and credited the widely circulated video *There Goes A Train* with helping increase passenger counts. He noted Preventive Maintenance Plans were completed for locomotives and revenue-producing rolling stock, showing costs to restore, display, and operate. They will eventually be done on every piece.

A motion was passed giving conceptual approval to having Donor Recognition Cards with logos and/or names of companies providing substantial in-kind donations placed on Campo kiosks and in some cars for one-year periods, provided they do not intrude on the historic nature of the depot or period we're recreating.

The Board approved the concept of working with the **Independent Order of Foresters** to fund restoration of wooden SD&A # 050 *Carriso Gorge* (used by John D. Spreckels). The IOF have already approached a well-known TV show to provide periodic videotaping of its restoration. Most donations would be in-kind (labor, material, expertise), with additional sponsors solicited. A committee was appointed to oversee drawing up professional restoration plans and detailed cost analyses this year, with preparatory work in 1996, restoration in 1997, and airing in 1998.

Approval was given to a fund-raising proposal by Roger Garrett to charter a special **Amtrak** train from Orange County to San Diego and return in August, provided an underwriter is obtained to ensure museum funds are not at risk.

The Board voted to develop an Action Plan for passenger operations on the South Bay (ex-Coronado) line. Its physical rehabilitation would not be the museum's responsibility. The growing desire for such a "tourist" operation by the cities involved was noted.

George Boggs reported the new building at Campo may be delivered and erected the second week in July. Some financial details and additional funding are being worked out.

George Coleman was empowered to discuss the possibility of naming all or a portion of the museum's future Santa Fe Depot facility for a major donor of the museum's costs with a prospective donor. This is often done by museums, hospitals, etc. He noted we're now in a position to seek funding for our portion of this project.

The baggage building may be turned over to us in December 1997.

Chandra George reported a class to be taught at Grossmont/Cuyamaca Colleges by Training Director Jim Baker could assist in obtaining additional, much-needed Trainmen.

Bruce Semelsberger reported on the May 6 Third Annual Symposium of Rail-Related Organizations, and on plans for *Railfair 2000* from June 30-July 9, 2000. The Garden Railway Society will have its national convention here then, and the National Model Railroad Association convention is being sought. SDRM participation would be to bring in another national rail organization convention, and involvement in steam excursions, displays, and staffing events.

Richard Dick said the Steam Team hopes to fire up SP # 2353 in early June, and possibly have it moving July 4. The Board agreed that at least two months lead time will be needed after it's operable to plan and market its inaugural San Diego trip.

Dick Pennick brought the Board's attention to the optimistic outlook for tourism, especially from overseas, in the San Diego area in 1995, and how that could benefit our museum.

JUNE 29, 1995

(Executive Committee/Board of Directors)

Liability insurance details and revisions in the contract for erection of the new building at Campo were reviewed. A \$15,000 building fund shortfall due to increased costs was discussed. All Trustees were asked to raise \$1,000 each. A Line of Credit with the Union Bank, for a period not to exceed two years, was approved to help with the immediate building needs.

The museum's insurance policies and needs, financial reports, and budgets were discussed at great length. Final approval was given to the museum's contract with Senator James Mills from April 15, 1995, to April 14, 1996.

BULLETIN**Acting Executive Director Appointed;
SDRM President Named**

When Executive Director, Kay Carter, resigned to move out of the area (continuing to serve part-time on a contractual basis through June 30), a large number of applicants were reviewed for the position. None met the museum's requirements at the compensation level offered. John Starkey offered to take a leave of absence from his company, Starboard Financial, and serve as the museum's Acting Executive Director until a permanent Executive Director is found.

Starkey was named Acting Executive Director of the San Diego Railroad Museum on June 29 by the Board's Executive Committee, subject to Board ratification. He was not present during the Committee's discussion and action. He then resigned from the Board, and Vice President Glenn Reiter was named President. He will serve on a month-to-month contractual basis which must be ratified by a majority vote of the Board of Trustees.

Glenn Reiter was serving in two Board positions: Vice President of Administration & Finance, and Treasurer. Reiter is a financial and management consultant and was very involved in restructuring our financial accounting systems this year. In 1994, he led a Board retreat, which helped us reform our organizational structure. Following Starkey's resignation from the Board to become Acting Executive Director, Reiter was nominated for President by Vice President of Operations & Contracts Frank Lynch, and was named to complete the remainder of Starkey's 1995 term as President. He vacated his Vice Presidential position, but will continue to serve as Treasurer for the remainder of the year.

**Long-time Member,
Whistle Stop Owner Dies**

William A. "Bill" Kingston died June 16, 1995, at San Diego Hospice after a brief illness. For 45 years, he owned and operated THE WHISTLE STOP, a model railroad hobby shop in Hillcrest, San Diego. He conducted business worldwide.

Fascinated by trains from early childhood, Bill became a walking encyclopedia of railroad lore. He was always willing to inform and entertain visitors at his shop or at club meetings and conventions with his broad knowledge of railroading throughout the world.

Bill was an early member of the San Diego Railroad Museum, generously contributing funds to help with the acquisition of rolling stock and the general operation of the organization. He was also a member of several model railroad clubs and of the National Model Railroad Association.

Born in Ireland August 14, 1920, Bill had lived in San Diego since 1927. His family came from Canada, by rail of course. This was a great event in Bill's life.

Bill is survived by his brother Thomas Kingston of San Diego and a nephew, Taylor Kingston of Burlington, Vermont. A memorial service will be held at 7 pm on Thursday evening, July 27, at the San Diego Model Railroad Museum in Balboa Park.

...Thomas B. Kingston

**Rolling Stock
Arrives At Campo**

On Thursday, June 22, 1995, the SD&IV took the five pieces of museum-owned rolling stock described in REPORT #250 from San Diego to Campo.

SD&A #7285 was lettered with its new (old Army) number.

The refurbishment of SP #6700 has already begun. The photo on the left shows the interior of SP #6700. Allan Dillane is working on the cleanup and repair of our baggage car a week after its arrival.

Privately-owned #3343 *Lady Gaye Laurel* did not go to Campo, as it was sold to another owner out of the area.

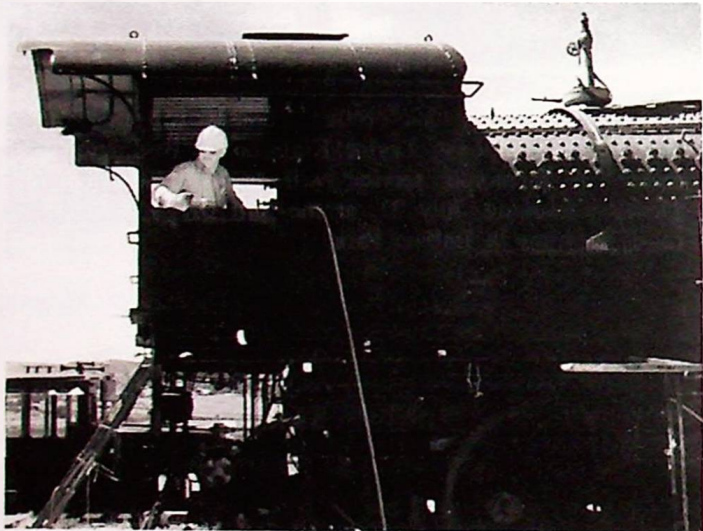
Photo and Article by B. Schneider

Steam Whistlin'

by Larry J. Williams, Steam Superintendent

*I accompany my article with a few pictures of the projects we have completed since the last **REPORT***

Here is Jack Olexey showing some of our jacket sheets ready to be installed. The plan calls for the boiler insulation and jacket to go on the locomotive during July and August. The firebox area will be covered with an insulating mud much like plaster and the remainder of the barrel lined with a foam brick material. Both materials are designed to retain heat without keeping water to cause rust.



This picture was taken the day we installed the cab. I decided to assume the engineer's seat just to be certain we had it on facing the proper direction.

Note the new wood cab ceiling over my head.

The tender was attached just a few minutes later.

This view of the inside of the firebox was taken as the brickwork was being done. The flashwall at the rear was done first, then the front shelf below the tube sheet. Mitch is standing on the completed bottom curve of wedge shaped brick with the right wall complete while he puts the final bricks on the left wall. We only had to buy the tapered brick thanks to Fred P. arranging a donation of the square brick, the mortar, and glazing mud.



Many of you have expressed interest in the patch bolt repair procedure being used on the crown bow rivets so I include the photo below for you. To the right is a threaded hole with a 45 degree taper at the top. Above it rests a newly made patch bolt done by Chris Ward in our machine shop. The threaded portion is about 1 1/2 inches long with a taper of 46 degrees. The one degree difference is to force a tight seal from the outer side to the inner side of the taper. To the left is a bolt being inserted. It has been coated with the white lead compound for additional steam tight seal. Once in place, the bolt is tightened by setting a socket on the top square and pulling with a long torque wrench until the top breaks off. The patch bolt is engineered from designs in the Machinist's Handbook such that it requires over 500 Ft/Lbs of force to twist off the top. A completed patch bolt is seen behind the white lead can. Our consultant, George Sapp from the Sierra Line shop, tells me that this repair has a holding strength equal to the original rivets.



Steam Locomotive Mystery!

A Few Questions asked by The Steam Team

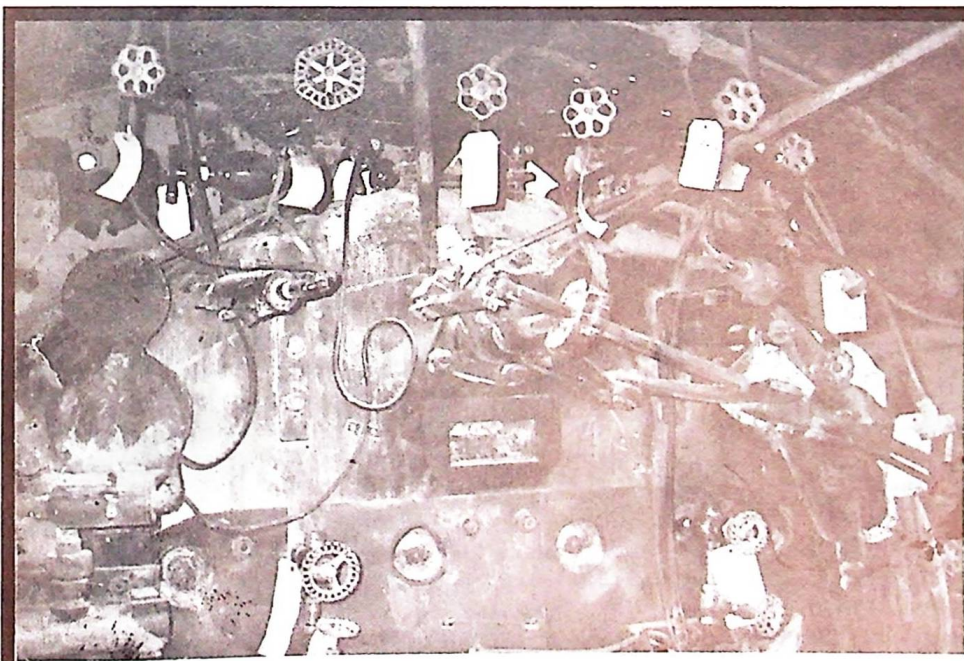
Please take a close look at the following photo. It was provided by Doug Mick, who was the Steam Locomotive leader during 1988-90. Those of us who are now reassembling all of the things taken off #2353 during those early days of the project in 1986-87 are greatly indebted to Doug. Not only did he take photographs that we can use to know where and how to assemble, but he is the only one who has seen fit to share the photo's with us.

Did you note, at the center of the picture, the builders plate attached to the boiler by ALCO when it was constructed in 1912? Who removed that builder's plate? Where is that builder's plate now? Will that builder's plate be returned?

We need some help with other appliances that were removed from #2353 apparently early on. Life member, Terry Durkin, has told us that he has the bell off #2353 and will be returning it to Campo so that we may install it where it rightfully belongs.

Who removed the air powered bell ringer? Where is it now? Who has the Baldwin Locomotive builder's plates? What about the superheater builder's plates?

I am certain that many of the museum members are holding pieces and parts, some off #2353 and some off other locomotives, that would make our locomotive look like the centerpiece it is destined to be. Won't you please make an effort to get these pieces to Campo?



Restoration Department Report

By Ted Kornweibel, Superintendent

Summer is here, time for a big push (translation: major progress) on restoring AT&SF RPO 74. We have a working budget and know pretty well what needs to be done. Our main goal for 1995 is to complete as much interior work as possible so we can have new windows installed and the car weather-tight before the rainy season.

What, I hope you are asking, can I do on this project? Some of you may never have done restoration before, and you may think that only the highly skilled need apply. Not so. The major talents we are looking for now are patience and a willingness to do a job carefully, not quickly. New windows and doors are being manufactured as this is written. We need several individuals who will take time and care to prime and paint them. Surely many of you readers have wielded a brush before! We also need to sand and re-shellac the overhead mail sorting bins and sorting tables. No great skill needed, just the desire to do quality work at your own pace.

We also have a great deal of metal work that needs to be done. Some of this simply needs people who will patiently use an electric saber saw to cut out old metal. We also need new volunteers who have metal working, or auto-body-type experience. There is welding, metal shaping, and fastening work that needs to be done. Surely some of you readers possess these skills. Then, new flooring will be installed where the old has rotted out. Many of you have done some carpentry over the years; we could use your talents, even if self-taught, on this part of the project. So, one and all, join us this summer.

And, best of all, our work area--the interior of the car--is "air conditioned." This will be the best place to work in Campo in the warm months!

We're already making progress because of the hard work of Restoration Department volunteers Jim Hamill, Frank Stites, Dick McIntyre, Bob Haney, Dick Cupp, and Ted Kornweibel. Facilities superintendent Steve Wade has a love for this car, and has done a lot of work on it too. Fred Barker from the Steam Department, and Operations Superintendent Mike Reneau have likewise pitched in when we really needed them. This is a list of impressive volunteers, but not an impressive list, if you get my drift. We can't complete the car on time without more help. Please call Ted at 461-0098 to volunteer, even those of you with 10 thumbs!

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

by Vincent S. Ancona

The following is the second of a two-part condensation of a June 1992 National Association of Watch & Clock Collectors BULLETIN article. Part I detailed procedures for watch comparison, inspection, and cleaning on the SD&A Railway from 1918 to 1932. Also mentioned were the local jewelers who did the work.

There was quite a problem with SD&A employees who failed to have their watches compared twice monthly. The men had to have this done on their own time, which meant going to the inspector's store after work or on their days off. A man might put off having his watch compared until the end of the two-week period, and then be called to work extra shifts or far out on the line, which kept him from making the comparison. Often an employee would forget to sign the jeweler's register, the only record of comparison. An employee who failed to have his watch compared would receive Form 7380 from Superintendent J.R. Lowe, and was required to write back with an explanation.

In many cases, an employee used the excuse he simply forgot, offering it with a humble apology and assurance that such a lapse of memory would not happen again. The first time, he was let off with a warning. A second failure led to an official reprimand in his permanent record. Any failure after this and the employee was assessed pay demerits. Repeated failures could lead to dismissal. Management had little compassion for its employees about time service. Lowe took the stern attitude that rules must be kept.

In February, 1923, brakeman A.S. Maniz was notified of his failure to have his watch compared. As if this

was not bad enough, he failed to answer the notice, a sure way to summon the wrath of Lowe. After a second notice, Maniz wrote that he did answer the first, but "You must have misplaced it, or it is lost." He explained he worked 158 hours the first 13 days of February (over 12 hours a day) and did not have time to have his watch compared. Lowe checked the duty roster, and informed Maniz that because he did not work February 15 he could have had his watch compared then. "Excuse offered by you is not satisfactory," and "...I am placing a reprimand to your personal record and will ask that you give this matter your attention in the future and see that these instructions are strictly complied with." This is an example of Lowe's demand for adherence to the rules and refusal to accept excuses.



Conductor Robin Becker and Engineer Randy Gibson continue the time-honored tradition of watch comparison on the SD&A on January 4, 1995, with SDA #1809 behind them.

Photo By B. Schneider

When it was discovered that recently hired temporary employee J.T. Blackwood was carrying a 12-size watch, Lowe informed him he would have to purchase a standard one. Blackwood responded as follows: "...I haven't got any card on my watch while I have a 21 jewel watch but the watch inspector says it is to light. I was just off 7 seconds the last inspection day. My watch keeps good time and I would like to be allowed to carry it until I find out where I get a job as Foreman or not. I was just put in temporary and have never been put in permanent and may not be and I don't want to many watches but if you all decide to put me in I will try to order a watch that will pass inspection." Blackwood was made permanent,

and presumably obtained a standard watch.

Women too, were subject to time service regulations. Mrs. E.C. Adams, a night operator at Jacumba, was required

to carry a standard watch according to her job description. This was overlooked when she was hired, and she went to work with only a wristwatch. When this was learned, Mrs. Adams was informed she must secure a standard watch immediately. This must have caused some inconvenience, for where could a woman carry a 16-size pocket watch? Perhaps she could wear it on a chain around her neck, or carry it in her pocketbook.



Brakeman Mike Carroll shows his authentic railroad watch at Campo.

Photo By B. Schneider

There were instances where it was discovered an employee failed to have his watch compared because he no longer had one. Good railroad watches cost at least \$60 at the time. Often this was the only possession of real value the employee owned. If he was laid off, a frequent occurrence on the SD&A, he might not have any choice but to hock his watch. Then, when called back to work, he didn't have his watch and didn't have money to get it out of pawn. Technically, he wasn't supposed to go back to work until he had a standard watch and he could not buy his watch back until he worked enough to pay for it! Trapped in this Catch-22, many borrowed a non-standard watch from a friend or relative until they made enough money to retrieve their own watch.

For the employee who could not afford to purchase a standard watch, the SD&A offered a payroll deduction plan through the local inspectors, with payments deducted from monthly paychecks. The railroad did not guarantee payment, but the inspector's accepted this because it gave them quite a bit of business. The plan was open to all employees, even those not required to own a standard watch. This occasionally led to problems. If an employee skipped town before his watch was paid for, the inspector assumed the loss.

When track-walker Guadalupe Moreno and other laborers purchased expensive watches on the plan, the SD&A decided in a rather patronizing manner that this "class of employee" should not be allowed to squander money on expensive watches. A maximum of \$15 was established for payroll deductions to laborers for the "employee's own good", as well as for protection of the inspectors.

A report on the six-month inspection period ending September 30, 1921 lists this breakdown of manufacturers for the 89 watches recorded:

Hamilton-38; Elgin-15; Waltham-14; Illinois-10;
Ball-5; Hampden-3; Howard-3; South Bend-1

Of 91 examined, 57 were 16-size, and 34 18-size. There were five with 17 jewels, 15 with 19 jewels, 62 with 21 jewels, seven with 23 jewels, and two with 24 jewels.

A circular in December 1924 warned inspectors of "an epidemic of photographs on watch crystals", and directed them to remove such photos. A June 1927 flyer alerted them to plastic or "unbreakable" crystals (only glass crystals could be used on watches in railroad service). Luminous hands and dials were not allowed, as the luminous compound had a tendency to flake off and find its way into the workings of the watch.

Although most of this information is routine and seemingly trivial, taken as a whole it offers a glimpse into the day-to-day workings of watch inspection on the SD&A at a time when the lives and property of railroad users depended on the accuracy of the marvelous, dependable timepieces that we refer to as the **American Railroad Watch**, before the advent of radio communication or electronic switching devices. Hopefully, this has provided some insight into how this time service was put to use and maintained, both in theory and practice

I would like to acknowledge Bill Richardson and Richard Crawford of the SDHS for their help, and to thank my wife, Lori, for her encouragement and support.

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The SDRM thanks Vincent Ancona for his detailed study. A copy of his complete NAWCC BULLETIN article is in the SDRM Research Library, open Tuesday evenings and Saturdays

"The Real McCoy"

When Elijah McCoy invented an Oil Lubricator enabling steam locomotives to be lubricated while in motion, the invention proved so popular, many imitations cropped up. Purchasers wanting the original product began specifying "the real McCoy", and a new phrase entered our language!

This is from a February Black History Month display at the Cabrillo National Monument in San Diego.

... Bill Schneider

SP # 2693 Owned By Arizona Eastern; Worked In Texas, Oregon, California

by Bill Schneider

Back in 1988, **REPORT** # 216 revealed the origin and details of our only Harriman car, SP # 2693. Since then, more information has been located which demonstrates how such cars were assigned, used, and modified in the days when railroad trains were the main mode of travel. SP # 2693 is a great museum "training aid," because it is the type of car most used on the old SD&A!

A "Common Standard" Spec.CS-237, Class 60-CC-2 (for length over sills and series), this steel car with birch vestibule doors was delivered by the Pullman Car & Manufacturing Company to the **Galveston, Harrisburg, & San Antonio Railway** in April 1914. Harrisburg is six miles southeast of Houston. When construction began on GH&SA's grandly named predecessor **Buffalo, Bayou, Brazos, & Colorado Railway** in 1851 (one of the first to adopt 4'8 1/2" standard gauge), Harrisburg was larger than Houston, and its eastern terminus.

Numbered GH&SA # 554, the car was one of 20 in its order. Twelve went to the GH&SA, five to the **Houston & Texas Central**, and three to the **Texas & New Orleans**. All were **Southern Pacific** subsidiaries. Texas law required all railroads in the state to be headquartered there, so non-Texas railways had separate Texas subsidiaries. The 20 cars cost \$ 11,184.08 each.

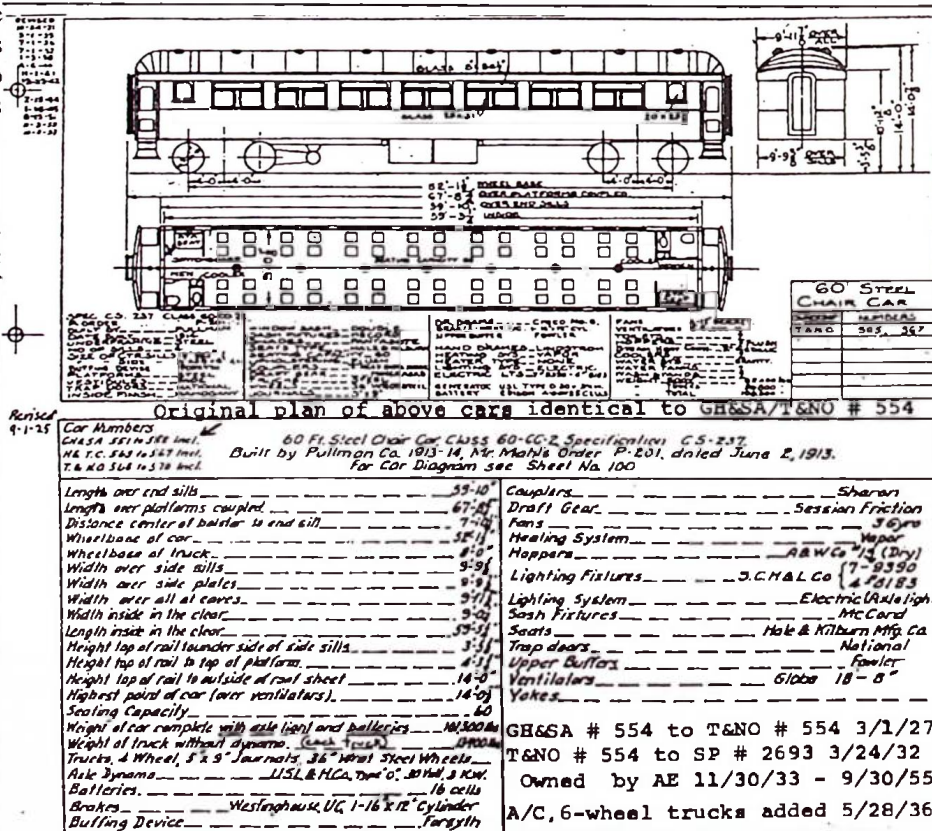
This Pullman green coach with a black roof had **Southern Pacific Lines** on its letterboards in gold leaf (later in aluminum-bronze). It had GH&SA 554 on its sides and varnished grained mahogany-painted interior with buff ceiling. The floors and seat stands were maroon with mahogany end doors. The double windows had unusual inside frames hinged at the top, enabling the inside windows to be pulled in and hooked up out of the way, so the outside windows could be opened. It had colored art-glass sashes (probably green) over its seven pairs of double windows per side.

GH&SA # 554 had electric lights and fans. It also had axle dynamo and batteries and Vapor Car heating system. Seating for 60 in walkover, plush-upholstered Hale & Kilburn seats

(four in stationary seats facing the two restrooms, which had frosted-glass windows). A Harriman-style arched roof (named after SP/UP president Edward Harriman) with 18 vents; and four-wheel trucks. The car is 59'10" long over end sills; 67'8 3/4" over platforms; 9'9 5/8" wide; and 14' high. Other specifications are shown on the car diagram.

The GH&SA was merged into the T&NO on March 1, 1927, and GH&SA # 554 was lettered T&NO # 554. It was shopped by the T&NO in September 1928. On July 25, 1931, T&NO # 554 was transferred to SP's Pacific lines, valued at \$ 5,520, and renumbered SP # 2693 on March 24, 1932. On November 30, 1933 it was paper-transferred to another SP subsidiary, the **Arizona Eastern Railroad**, which owned 437 miles of track in Arizona leased and operated by the SP. Retaining its SP lettering, the car probably never operated in Arizona. It was shopped mainly in Los Angeles, Oakland, Sacramento, and Bayshore (Brisbane), CA.

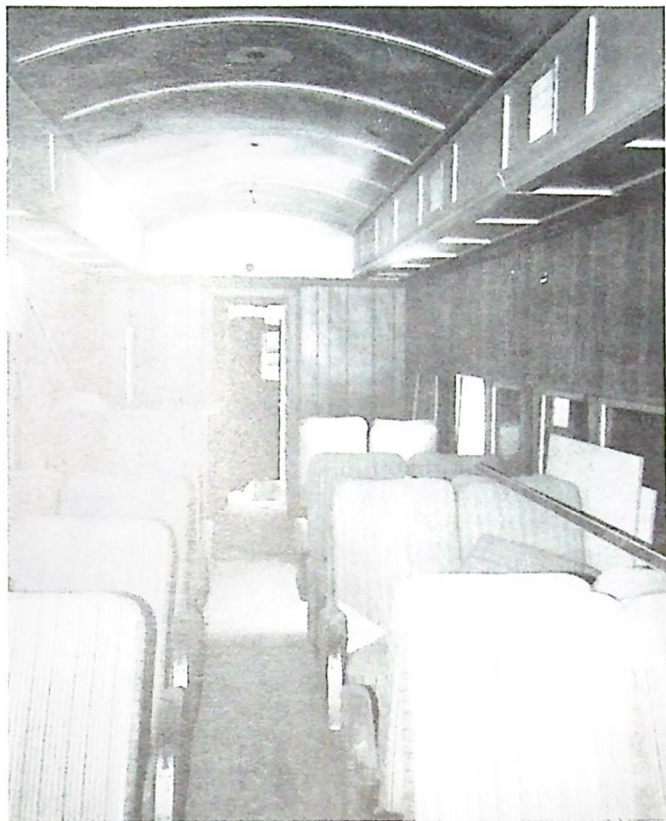
SP # 2693 was shopped at Sacramento May 4 - 28, 1936, with ice-activated air-conditioning and under-frame block-ice compartments added. Six-wheel trucks were added, to handle the heavier weight, which went from 128,100 lbs. to about 141,800 lbs. This also increased its 8'0" wheelbase to 10'6". It was then assigned to SP's **Shasta Limited** between Oakland and Portland. Gothic sashes were installed over its seven pairs of windows per side in April, 1939.



Harriman Coach Original Data

Courtesy of Steve Perry

On January 10, 1942, 56 upholstered, reclining seats with rigid footrests were installed at Los Angeles, converting the old "Coach" into a "Chair Car"! In November, 1946, the upholstery was renewed, and the Gothic sashes replaced by steel panels. The car was reupholstered in red and tan fabric with gold trim in November, 1953.



Interior of SP #2693 on March, 1988, shows 1942-installed reclining seats. The masonite paneling and bar were removed because they were added after the car's 1956 retirement. Note the air-conditioning ducts installed in 1936. Photo by B. Schneider

SP # 2693 may have been repainted in Overland two-tone gray with black roof in the 1950's with 6" Southern Pacific (without "Lines") silver-gray lettering (a style adopted in 1947). The car was later painted all-silver, with a black roof. SP # 2693 was paper-transferred back to the SP on September 30, 1955, when the AE was merged into the SP, and was retired in October, 1956. A weight of 133,500 lbs. was stenciled in its electric locker at an unknown date.

SP # 2693 was snap-tracked into the California Mid-Winter Fairgrounds in Imperial, CA February 2, 1957, and dedicated (with SP Ten-Wheeler # 2353) March 3 to "...the people of Imperial County". The official donation date was July 10. The car was heavily modified, and used as a concessionaire for many

years.

The 45th District Agricultural Board (the fair operator) voted to donate the two artifacts to the PSRMA on November 13, 1984. Formal transfer being made a year later, on November 25, 1985. SP # 2693 was trucked to Campo in July, 1986.

Since its arrival at Campo, the classic car has received a great deal of work, including roof repairs. Its post-retirement masonite paneling, acoustic ceiling, a bar, and other items have been removed, and most interior walls stripped down to bare metal. The car's 1942 reclining seats and extremely rare, unique hinged inside windows have been removed and are being stored pending full restoration to its Pullman green post-1936/1942 appearance.

While it's too old and valuable to be used in regular museum train service, it will make an appropriate companion to its retirement friend, SP # 2353 on special excursions. That must wait until someone takes the bull by the horns (or car by the wheels!) and expedites the full restoration of this classic historical artifact!

SP # 2693 is now an increasingly rare example of work-horse passenger cars from railroading's busiest era, and a true gem in the museum's car collection!

Special thanks are expressed to Steve Peery for providing information, plans, shop records, and Specification Manuals on this car, and also to Joe Shine for his detailed contributions on the car's history. An article by Ken Harrison on SP Harriman cars in the August 1988 Railroad Model Craftsman provided much helpful information, as did Will Whitaker's photo of T&NO # 568. Other information was obtained from the SDRM Research Library and the author's collections. Thank you for helping us to learn about this 81-year-old classic railroading jewel!



...ly rare and ...ble windows on SP #2693 in this M...to. The inner frames are the top, with ... at the bottom, enabling ...wing in a

Photo by B. Schneider

Gene Dramm Remembered

By Bob Eikel

San Diego and the San Diego Railroad museum lost one of their finest individuals with Gene Dramm's death on May 24, 1995.

Gene had undergone cancer surgery the preceding week, and died of complications following surgery. His wife of twenty years, Sue, was with him when he died.

Gene was born in Illinois in 1935. He lived in Illinois for thirty four years. His family was a major grower of roses for the Midwest market. As most of us, his love of trains and railroading started at an early age.

After graduation from the University of Illinois, and service in the U. S. Army, Gene moved to San Diego in 1969, and went into the flower business. In 1972, he co-founded Dramm & Echter, which became one of North County's largest flower growers and marketers. In 1975, he married Sue, and acquired two additional sons, Bill and Douglas, from Sue's first marriage, to join David, Gene's son from his first marriage.

Gene shared Sue's love of music, and the two were active in the musical life of La Jolla and San Diego. Both sang in the La Jolla Civic-University Chorus, and in the choirs of La Jolla Presbyterian Church and St. James' Episcopal Church.

Gene was also very active in the floral industry, and served on numerous local, regional, and national boards and committees. In 1970-72, he was president of the San Diego County Flower and Plant Association, and from 1983-86 was Western Regional Director of the Wholesale Florists and Florists Suppliers of America. For many years he also served on the board of the American Floral Marketing Council.

In 1983, when the Railroad Museum created its first Board of Trustees, Gene agreed to serve, and subsequently acted as Treasurer of the Museum. Gene brought to the Board the same qualities he brought to his other activities: patience, good humor, and quiet good judgment. Gene was a voice of reason and compromise on the Board. He never lost sight of the best interests of the Museum and of the general public it serves. His calm manner and level head were great assets to the Museum board. He served in a period of growth and change when those attributes were greatly needed.

Gene never seemed to be pushing his own agenda on others, but instead would ask, "How can I help, what

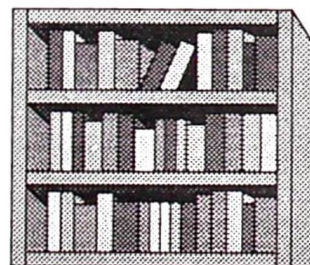
can I do?" Kay Carter said, "There was never a time when I asked Gene for help that he refused." "Whenever he said, 'Don't worry, I can take care of it,' you could rely on it to be done."

Gene's real love at the Museum was train operations themselves, and bringing the fun and enjoyment of railroad history to the public.

Gene started working as a trainman at Campo shortly after joining the Board. He was in the Museum's first brakeman's class, and in 1986 received his certification. In 1991, he qualified as conductor. He was regularly in train service at Campo, where again, his warmth, good humor, and calm demeanor made him a favorite of crews and passengers alike.

A memorial service was held for Gene on May 30 at St. James'. Numerous Museum members, some in uniform, were among the more than 600 in attendance, a tribute to the way in which Gene touched so many lives. Gene's activities in the Museum were highlighted by Frank Lynch's remarks during the services.

Gene's family has asked that donations in his name be directed to repair and restoration of the Lackawanna cars. The Museum has received over \$3000 to date from friends and colleagues of Gene's around the country, enabling the Museum continue to do the work Gene liked best: helping other people share his love of railroading.



Library Book Store

By Roy Pickering

Stop by and visit the library. We may have that out of print book or magazine that you have been looking for.

Extras to the collection are always being deaccessioned and made available to members and the general public on a first come first serve basis.

There are over a thousand magazines dating from the very early 1920's RAILROAD MAGAZINES to the most current. Some magazines such as TRAINS and MODEL RAILROADER have years from the 1940's to the present. Many of the early BEEBE books are available and some of the books for sale are first editions.

We also have buttons, pins, cups, maps, SP. UP. ATSF Employee timetables, museum post cards and original SD&A post cards for sale. Don't hesitate to get that special someone a gift that has history and value.

From the Director Of Campo Museum Operations

By Denby Jones

When you get a chance to come out to Campo, take a look at our latest acquisitions. The San Diego and Imperial Valley Railroad pulled the 80 ton ex-Marine Locomotive 7285, two flat cars loaded with the Kennecott private car and a set of trucks, the Baggage car that will eventually allow us to retire the Guard Car, and the Missouri Pacific Caboose to Campo on the 22 of June, 1995. All of our equipment is now at Campo.

I gave Locomotive 7285 her trials moving the equipment to the yard and doing some switching on Saturday and Sunday. There are a few minor bugs, but she is going to be an excellent addition to our roster. The Missouri Pacific Caboose has been installed in its new home on track one in Caboose row, and the other three cars are on the Museum Main. We owe the San Diego and Imperial Valley Railroad a debt of gratitude for furnishing the move. We thank Dan Runyan, the Superintendent of Operations, who volunteered his time to bring the train up, and Jim Macnab, Marketing Director, who was instrumental in getting the cars moved through Mexico.

Speaking of new equipment, one of our members, Paul Westover noticed a Tie Remover in a wrecking yard in Sacramento, California and did some investigating. It turns out that the machine was complete and available for an excellent price. Paul came back to San Diego and asked the museum to purchase it. Cash flow prohibited that from happening at the present time, so Paul set out to raise the funds. He contacted the owner of the machine, placed good faith money down and convinced him to hold the machine while the money was being raised. The upshot of this is the Westover Family went to work, raised the money from museum members, secured the partial donation of a suitable truck, drove to Sacramento, picked up the machine and delivered it to Campo. All this was accomplished in a two to three week period. The Museum is now the owner of an excellent tie removing machine that we sorely need to maintain our main line. Thanks very much to Paul and his family for doing an excellent job.

As most of you are probably aware Kay Carter, our Executive Director, is moving on. Friday, June 30, was her last day with the Museum. I have been working with Kay since she came aboard four years ago and it has been a true pleasure. During her tenure there have been major accomplishments such as moving into the Santa Fe Depot, The new building going up at Campo, the smooth transition of our display railroad and engineers to Federal Railroad Administration authority and the restoration of steam locomotive 2353. She also made many new friends

for the museum as well as bringing some old ones back. Thank you Kay, you will be sorely missed. All I can say is "See you at Campo"

Railroad Museum "Wish List"

By Dick Pennick

The response to the last WISH LIST in **REPORT** Volume 248 Nov/Dec 1994 was very encouraging. The Museum now has additional rock ballast for the Campo yard, additional machine shop tools and tooling, and 200 pairs of ear plugs for the Campo Car Shop. A big THANK YOU to all of the contributors!

Here is the second installment of WISH LIST. Don't forget that these lists are progressive. Items previously listed will continue to be needed (even though not shown on later lists.) The Museum will accept either a donation of the item or the funds to purchase the item (values shown are for new items). If contributing cash, be sure to clearly mark checks for the specific item or items covered. Thanks for your help!

CAMPO MACHINE SHOP

- Boring head and other tooling for Gorton Vertical Mill (Brown & Sharp taper): (\$?)
- Precision outside micrometers: 10"-11", 11"-12", 12"-13": (\$200 ea. with case)
- 6" bench grinder with "green" wheel for sharpening carbide cutting tools; 1-ph. or 3-ph.: (\$700)

CAMPO WOOD SHOP

- Wood boring machine (for precision boring of dowel holes): (\$600).
- Heavy-duty 100' extension cords: (\$30 ea.)

CAMPO OPERATIONS

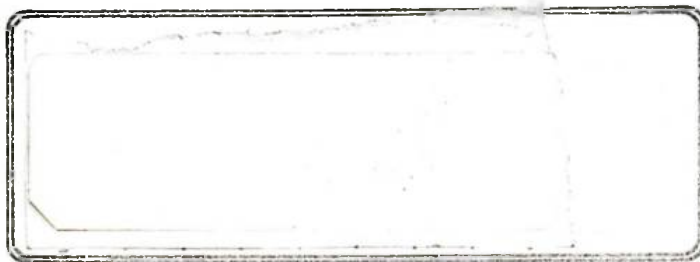
- New 200' whipline for P&H crane: (\$200).
- 200 lb. headache ball for P&H or American crane (\$500).
- New 500' boom line for American locomotive crane (\$1000).
- One year supply of diesel fuel for Museum locomotives (\$2600).
- 4-20 x 30 reinforced polyethylene tarps for covering wooden Jacumba cars: (\$75 each).
- One year supply of oil fuel for steam locomotive: (\$3800)

Please send WISH LIST submissions to: Dick Pennick
c/o San Diego Railroad Museum, 1050 Kettner Blvd
San Diego, CA 92101

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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

COMPANY/ CORPORATE SPONSORSHIPS

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



Chow Time!

Museum workers take a well-deserved break in the car barn lounge at Campo July 1, 1995. It is volunteers like these that keep the museum going.

Photo by B. Schneider

If you are interested in helping in any way, please contact the San Diego Railroad Museum at 595-3030. As a member, you want to be proud of the organization to which you belong. Consider lending a friendly hand.

There are many ways to help - big and small!!