

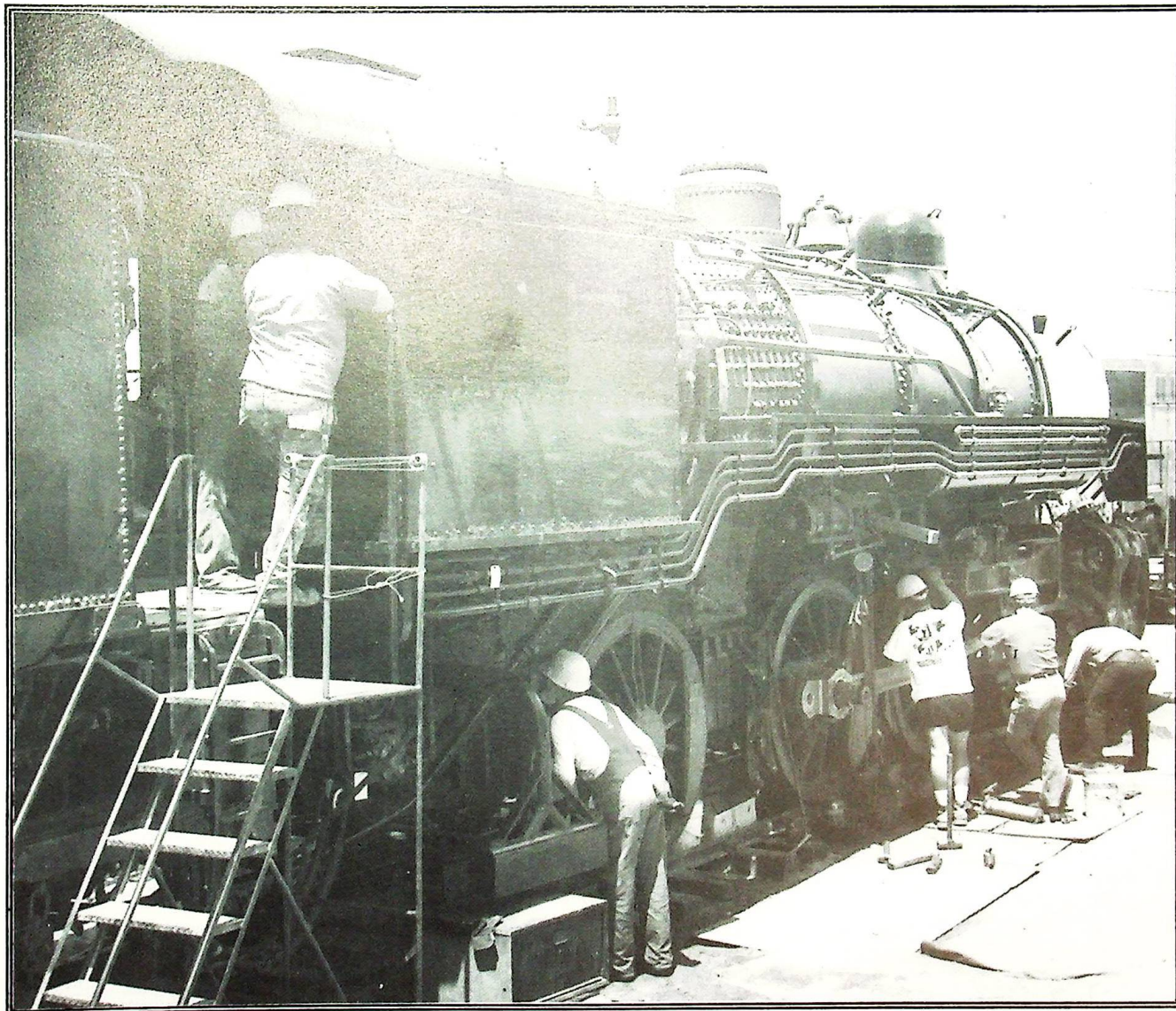


July/Aug 1995

REPORT

Volume 252

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



Southern Pacific 2353 Steaming Again! First Time in Nearly Forty Years! Aug. 12, 1995
As the boiler pressure slowly rises to 200 psi, Steam Team crew members check for leaks and other mechanical problems and fit up the connecting rods to the drivers on the right side. Captured on this historic occasion by Steam Team member/photographer Dick Pennick were (l to r) Fred Perry and Chris Ward (in cab), Jim Baker, Mark Duerst, Allen Andrews and Dick Childs (Additional article on page six)

From the Director of Campo Operations

By Denby Jones

If you have been to Campo and sense an undercurrent of excitement, the reason is simple. Locomotive 2353 is in the final stages of restoration. I am drafting this article on Thursday the tenth, and they plan to put a fire in her this weekend to test her appliances. The Federal Railroad Administration inspector is scheduled to be here August 26 to give her a final inspection. The Steam Team is working four to five days a week to ensure that she is ready. Over the last four years, Larry Williams has led his Steam Team on the restoration of this locomotive and has done an excellent job. He really is to be commended. I can think of no greater honor to bestow than to have him be at the throttle the first time she turns a wheel under her own power.

Thanks Larry, for a job very well done.

On the other side, we lost one of our true workhorses. ALCO RS2 2098 lost a cylinder during the School Days run last month, and is out of service. Total damage is still being determined but it looks as she will be out of service for a while. If you would like to assist in the repair of this Grand Old Lady, send your contributions to the San Diego Railroad Museum, 1050 Kettner Blvd., San Diego, California 92101 and mark it for the "2098 REPAIR FUND". Just the oil required for the oil change is over \$1,500.

MRS 1820, our other EMD military road Switcher is also nearing the end of its restoration process, and barring further complications will be started in a week or two. As I have stated before, this project has been totally funded with volunteer contributions, and Dave Slater has done an excellent job of spearheading this project.

Thanks to the vigilance and efforts of our Track Foreman, Paul Westover, we have a new tie remover, a machine that removes ties from under the rails so they can be replaced. Paul saw the machine in a salvage yard up north. He negotiated a good price with the owner, put up faith money to hold it, and then he and his family picked up the telephone and started calling. They not only raised the \$3,500 required to purchase the machine, but enough to fund the truck to go pick it up and still have money left to start a maintenance fund. Good work Paul and family. By the way, current "bluebook" on that machine is 12 to 14 thousand dollars. Excellent job!

Cafe Observation car 1509 just went through an extensive restoration, however she has been riding on a "borrowed" truck while her rear truck was under repair. Well, she is a complete entity again. This weekend, under the direction of Mechanical Superintendent, Jim Wilson, she was lifted, the "borrowed"

truck removed, and her own truck returned. I am looking forward to many years of service from this lady.

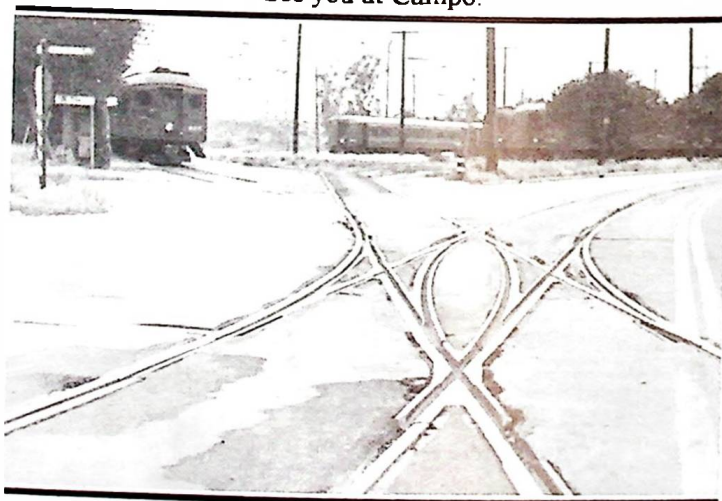
The New Building's concrete is in, and we are waiting for the delivery of the building. Hopefully by the time that you read this, they will be erecting it at Campo. Other new construction taking place is the erecting of a shop to service, repair, and restore speeders and maintenance of way equipment. It will be located adjacent to track one next to the road that goes around our north 40. We have the building, it was donated some time ago. We are now getting the pad ready for pouring. This will be a valuable addition. Once the concrete is in, it should go up very quickly.

Our Gift Shop manager, George Boggs, and our Security man, Thomas Lee Braginton have really got the area around the Gift shop looking good. New fences, tables and the Box Car theater make it a very pleasant place to wait for the train.

Well, that is a thumbnail sketch of what is happening at Campo. It is almost impossible to describe all the activity that goes on, there always seems to be one or two people that seem to be concentrating on some small project that just seems to appear.

This weekend there was a Barbecue out at Campo sponsored by Glen Reiter, the President of the Board. While everyone was eating their dinner, he said a few words about the status of the museum and the budget. Afterwards he opened the discussion to questions. One of them was, "Well if we have some funding to repair these cars, why are they not being repaired?" I would like to close this article with the answer to that question. "Having the funds to complete a task is just one side of the equation. The other side is to have the volunteers to provide the labor to complete the task that is being funded."

See you at Campo.



SEEING IS BELIEVING! Most passers-by didn't give it a second glance, but railfans thrilled at this "Butterfly Switch" on the Pacific Electric Railway on Ocean Park Avenue in Long Beach. The PE car at the left is #415. This picture was taken on May 21, 1955 by Jack Stodelle.

What One Member Can Do: Fundraiser For # 2353!

by Bill Schneider



Roger Garrett (right) stands outside the museum office August 5 with Trustees Bruce Semelsberger and Ann McVeagh, and Ralph Buitrago, one of the passengers on Roger's fundraising trip for SP #2353

Photo by B. Schneider

In an outstanding display of initiative, museum member Roger Garrett arranged, marketed, and led a Los Angeles-San Diego Amtrak trip August 5 that raised \$ 2,353 to help complete SP # 2353's restoration. It also increased awareness of our museum in the Orange County/LA area, drew much praise from participants, and led several to become PSRMA members. And it was fun! The museum netted \$ 1,707 from ticket sales to 180 passengers, \$ 543 from an on-train raffle and the sale of 284 loaves of breads from Dudley's Bakery, and the balance from Roger himself.

Roger is a long-time PSRMA member living in Cerritos, CA. As Acquisitions Director, he arranged the donation or purchase of many pieces of museum equipment. One was an UP caboos located, after years of searching for one, on a 1986 scrap line in Pocatello, Idaho. Roger bought it sight unseen for \$ 4,750, shipped it here, and donated it to the museum. More recently, he led our crew at the G-gauge "Big Train" show on the Queen Mary in June.

In April, Roger offered to arrange a fundraiser on a chartered

Amtrak San Diegan. Due to concern over possible penalties should the trip not draw enough participants, the Board of Trustees hesitated to authorize it, but did so at Excursions Director Ann McVeagh's urging in May, provided Roger obtain an outside underwriter to cover any loss. Roger then scaled the trip down, and filled over two cars on San Diegans # 570 and # 783.

He did it by giving and sending out flyers provided by the museum office. He also publicizing it by word-of-mouth among his fellow employees at McDonnell-Douglas in Huntington Beach. He also contacted churches and area railfan groups. Roger also arranged for and sold the bread, and obtained raffle prizes consisting of dinners donated by restaurants in the OC/LA area; a trip on a fall museum Tecate Special; and a "Walkman" radio.

Those on the trip came primarily from Orange County and southeast Los Angeles County. Just 30 minutes after the group arrived at San Diego's Santa Fe Depot where they were met by Trustees Ann McVeagh, Bruce Semelsberger, and Bill Schneider, the opening parade of "America's Finest City Week" began a block away on Harbor Drive. A great welcome, and an unexpected treat for them!

Thanks are expressed to Marion Anderson for picking up all the bread in Santa Ysabel and delivering it to the museum office; Bruce Semelsberger for helping unload it; Dudley's Bakery and Amtrak for their assistance and all who donated prizes or worked to make this such a success. Most of all, a very special THANK YOU to Roger Garrett, who showed what can be done, and is already talking about an Oceanside- LA- San Bernardino- Riverside- Orange- Oceanside Metrolink balloon-route charter trip!



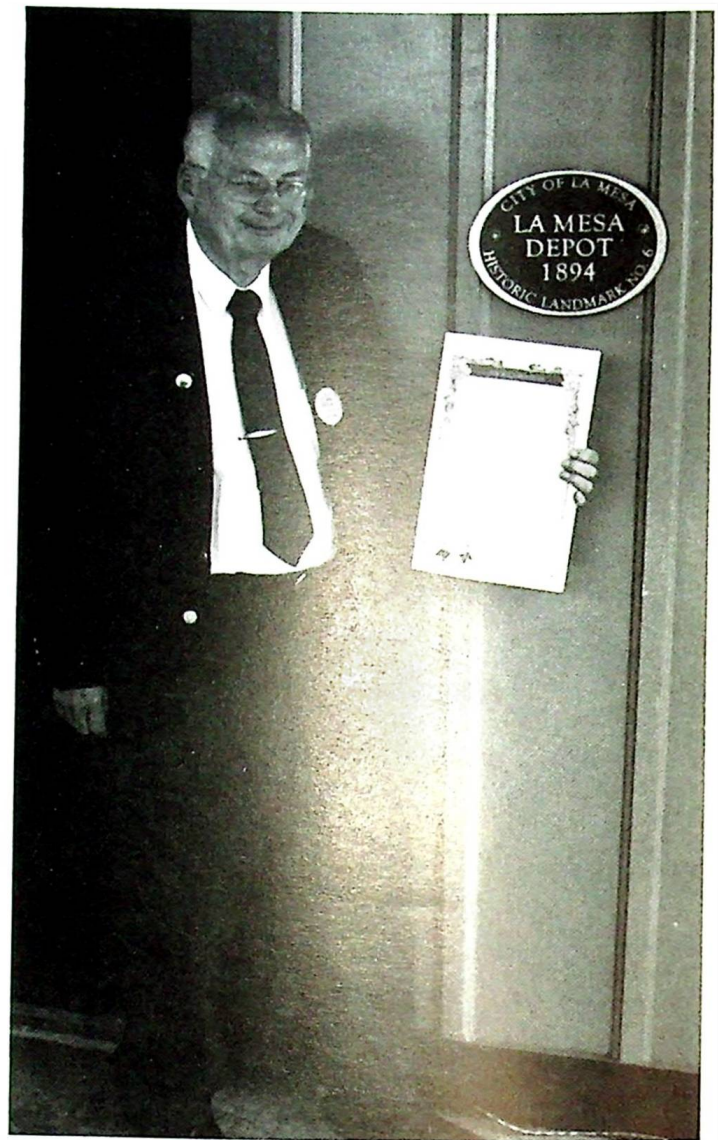
A carload of happy passengers on Roger Garrett's August 5 Amtrak fundraiser about to depart San Diego after a day in "America's Finest City". Many said they would be back to ride our Miller Creek, Tecate and Copper Canyon trips

Photo by B. Schneider

Bill Niedrich At Home After Emergency Surgery

Museum Trustee, long-time active member, and frequent donor, Bill Niedrich was hospitalized after being taken ill while visiting friends in northern California in mid-August. He was rushed to Kaiser Hospital in Walnut Creek, where surgery was performed. In a phone conversation a few days later, the retired Army Lieutenant Colonel reminded us he's a fighter. He is expected to be out of the hospital in a week and flying home August 24. Our thoughts and prayers are with him. Get well cards may be sent to: **Bill Niedrich 2114 Fairfield St. San Diego, CA 92110**

Bill helped obtain much surplus military equipment for the museum from locomotives (#1809, 1820, 2104, 7285, 65-00608) to flatcars to skip-loaders at very low cost (donated by the U.S. government, but costing State fees). He often paid the fees himself (\$250 each for #1809 and #7285; \$500 for #1820); donated \$5,000 for SP baggage car #6700 after years of searching for one; got the flagpole project going; arranged transportation to Campo for many pieces including SP #2353 at huge savings; traveled around the USA researching pieces of museum equipment and seeking needed items including wheels, trucks, and rolling stock; was a supporter and backer of the Jacumba Cars move (and researched their history); wrote REPORT articles; and donated money to many museum projects. He's a familiar figure at Campo and in our library and office.



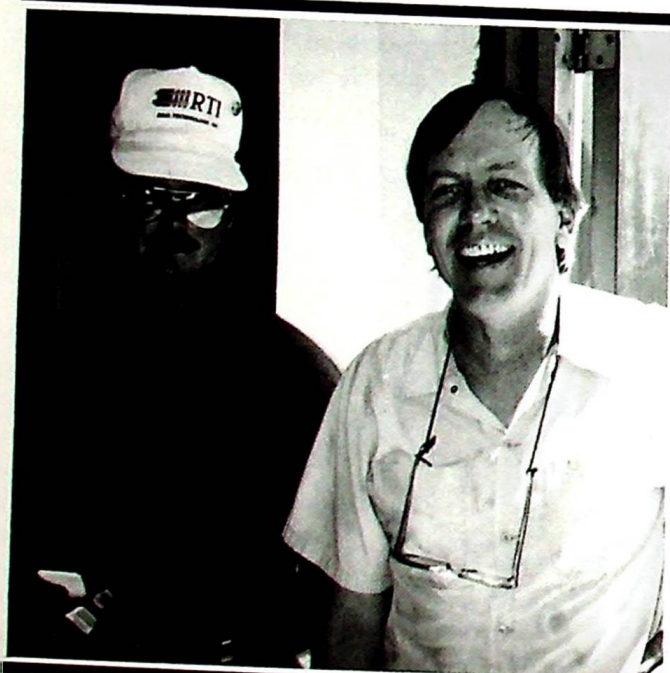
La Mesa Depot Staffing Director, Art Paget, has been working hard to increase public awareness of the depot and send its many visitors to Campo. The talented and dedicated retired professional engineer is shown holding La Mesa Mayor Art Madrid's proclamation at the depot's 100th anniversary celebration May 29, 1994.

Photo by B. Schneider

Museum In "Big Train" Show

Last June four museum members participated in the "Big Train" show for G-Scale model railroad enthusiasts in Long Beach, CA. The show was held aboard the Queen Mary, a "big ship"! Our volunteers were capably led by Roger Garrett, who staffed and honchoed the event, and included Carl Pfetzing, Tom Van Wormer, and Richard Dick.

Question: If G-Scale is "Big Train",
What's our Full-Size Scale --- 'Humongous Train'?



Last museum RAILFAN award winners were Paul Westover (left) and Stan Paulsen, who were honored in 1993 as the 1992 RAILFAN OF THE YEAR and RAILFAN OF THE DECADE. They are still working hard at Campo, and were busy conferring when this photo was taken August 26.

Photo by B. Schneider

MOVIE NIGHT ON THE BERKELEY

By H. Chalmers Kerr, Jr.

San Diego Railroad Museum members, families and friends are invited to attend MOVIE NIGHT ON THE BERKELEY, Wednesday evening November 15, 1995. The *S.S. Berkeley* will be open for touring at 6:00 pm. Curtain time for the film program will be at 7:00 pm sharp.

Enclosed in this issue of **REPORT** is a flyer for MOVIE NIGHT ON THE BERKELEY. Please send in your order at the earliest opportunity.

The motion pictures chosen for the program will offer the audience high adventure, lots of dramatic railroading, and a touch of humor. The feature film *THE TRAIN* will be preceded by the classic cartoon *THE TOONERVILLE TROLLEY*. The flyer contains a complete story synopsis for each film.

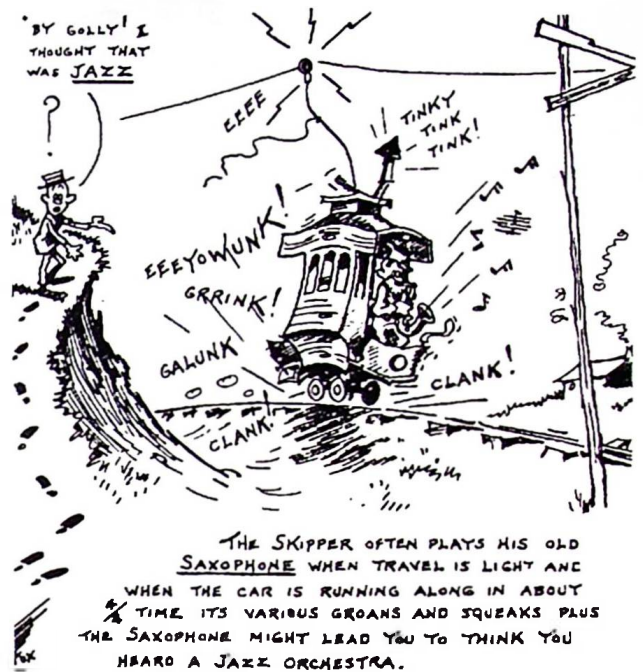
THE TRAIN, starring the late Burt Lancaster, is an epic drama of the French Resistance during World War II. Co-starring are Britain's Paul Scofield and France's Jeanne Moreau. The film was directed by John Frankenheimer. The story is about the rescue of French art that was looted from museums and homes by the Nazis, and is based on a true incident as reported in the book *"Le Front de l'Art"* by Rose Vailand.

Making this action adventure required immense logistics and a tremendous number of technical details. The movie was filmed entirely in France at several locations, requiring 186 days for shooting and was released to theaters in 1964.

Producer Jules Bricken purchased several obsolete trains from French railroads and then destroyed them. Four steam locomotives, 40 railroad cars, seven railroad buildings, more than a mile of track, a small arsenal of World War II vintage field guns, trucks, tanks, mortars, half-tracks, and a field kitchen were used. These "props" were all demolished in various ways including seven train wrecks.

Director Frankenheimer summed it up nicely, "What I tried to do was first tell a dramatic adventure story, But more than that, I wanted all the realism possible. There are no tricks in the picture. When trains crash together, they are real trains. There is no substitute for that kind of reality,"

THE TOONERVILLE TROLLEY - How many of you remember when vacant lots abounded across the land and children played on them all year around? Do you remember when trolley cars crisscrossed every street and some lines ended in the "country" only a few miles from downtown? Those times and people were faithfully and humorously recorded by the late Fontain Fox in cartoons that were published in almost 300



"The Toonerville Trolley"

newspapers between 1915 and 1955.

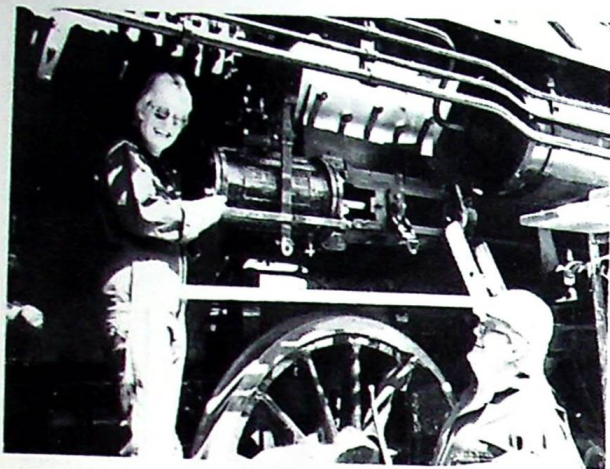
Fox's most famous character, conductor-motorman "The Skipper", was inspired by a friendly bearded motorman who ran a rundown trolley in Pelham, New York. Fox's hometown Louisville, Kentucky also had a rundown trolley line, the Brook Street run. These two lines were merged into the cartoon "The Toonerville Trolley That Meets All Trains," which was an immediate success.

The animated motion picture *THE TOONERVILLE TROLLEY* was produced by the Van Buren Studios, directed by Palmer and Gilett and was released in 1936.

S.S. Berkeley - Please take advantage of the free hour prior to the film program to tour the ex-Southern Pacific Railroad passenger ferry boat the *S.S. Berkeley*. The ship is a wonder of Nineteenth Century ship building. Especially interesting is the ship's engine room where the triple-expansion steam engine is operated electrically in order to demonstrate its motions. Throughout the ship are numerous historic nautical exhibits to examine and study.

MOVIE NIGHT ON THE BERKELEY was conceived by Senator James Mills. A special committee of the San Diego Railroad Museum's Interpretation Department is staging the event. Senator Mills and Mr. Joseph Ditler, Development Director of the Maritime Museum of San Diego, provided valuable assistance. See you at the movies...

References.: United Artists Press Book for *THE TRAIN*,
"Railways in the Cinema" by John Huntley, Ian Allan Ltd.
"Toonerville Trolley" by Herb Galewitz and Don Winslow,
Charles Scribner' Sons,



Kathy Rice and Fred Barker finish installing the control valve rods for the air power reverse gear. The steam team has lots to smile about these weekends.



Cliff Pennick and Greg Aslin reading the ultrasound on the boiler crown bow rivets. Some of the rivets were broken two inches deep down the shaft.



Larry Owen and James Balnis position the stencil and apply the paint placing the familiar Southern Pacific block lettering on the tender.

STEAM WHISTLIN'

by Larry J. Williams

As I write this report in mid-August, things are happening so fast with the locomotive #2353 project at Campo that we may be ready to run before you read it. The boiler patch bolt rivet repairs are done. Pressure tests have shown the process successful. The first fire has been lit and the boiler steam-up done on the weekend of August 12, 1995.

It was a big mile-post for the steam team. The flame was struck at noon with Richard P. Dick at the firing handle. I assure you that never was there a man more deserving of the honor. His contributions to the completion of #2353 have been unsurpassed.

The fire was kept low and slow to allow plenty of time for the steel in the boiler to regain the feel of the fire once again. However, after responding only to the forces of sun, snow, and wind for nearly 40 years, the old girl awoke with the customary series of thumps and groans.

By 4:00 p.m., there was a steady blow of steam at the top vent valve and so Project Director Larry Williams closed it. The needle on the steam pressure gauge immediately lifted off the peg.

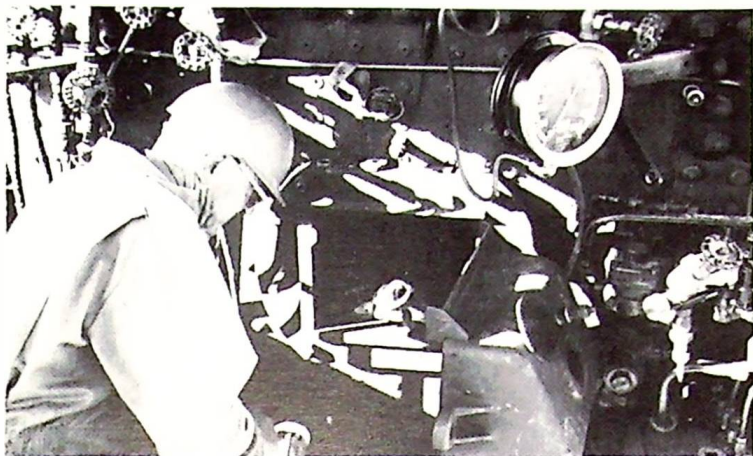
There followed four hours of opening valves to blow any debris out of lines and pipes including the main throttle to clear the dry pipe and the superheater units. By 6:00 p.m., the boiler pressure gauges were at full working pressure of 200 psi. After two more hours of observation, testing, whistle blowing, and bell ringing, the fire was extinguished at 8:00 p.m.

With that event properly celebrated, the steam team returned to the tasks which need to be completed. Namely to install: insulation and jacket, cab windows, air pump, brake valves, and electrical system. All leading up to being able to put that steam to proper use in moving a train.

The steam team is planning two more weekend fire-up tests of the boiler on August 26 and Labor Day weekend. Many of the appliances attached to the boiler will then be removed in order to install the insulation and the jacket.

Photograph Credits:

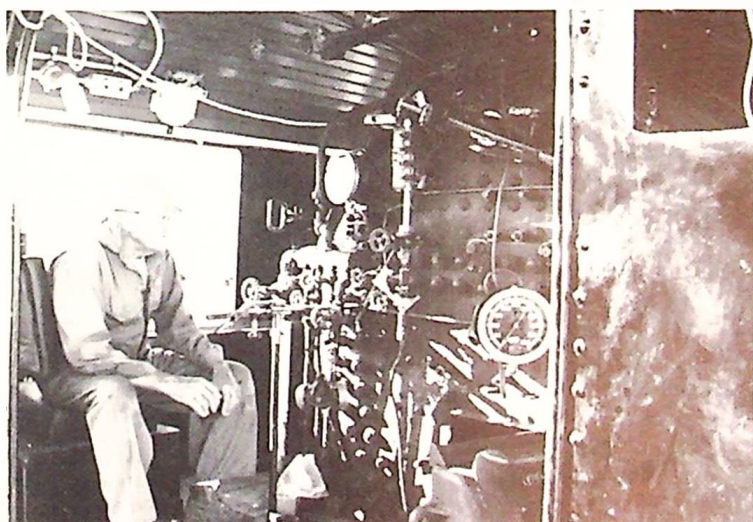
Page 6 l. column - Larry Williams
 Page 7 r. column - Larry Williams
 Page 7 upper right - Larry Williams
 Page 7 middle & lower right - Kenneth Kahan



Richard Dick is ready to put a match to the ball of waste sitting on the firedoor shelf. The fire was ignited at 8:00 a.m. Aug. 12, 1995, for the first time since 1957.



Fred Perry watches the flaming waste fire starter to observe the blower adjustment before moving it down in front of the burner to ignite the oil.



Richard Dick tends the firing valve, atomizer, and the blower. All who tended the fire agreed that it drafted well and burned hot.



Karla Von Huben takes a turn at the firing controls. The team tested all steam boiler controls including the blow-downs, injectors, turret valves and the throttle.



Alive again and ready to roll! Smoke is seen coming from the stack of SP #2353. There wasn't much smoke which means most of the fuel was being burned and not wasted.



The Steam Team crew members in front of SP #2353 on Aug 12. Congratulations and thanks, Steam Team, for a tremendous job well done!!

Army Veteran Nears Third Retirement

by Bill Schneider

The museum's popular ex-U.S. Army guard car # G-10, a former Army kitchen car, will soon be retired from regular restroom/refreshment car service on museum trains, when ex-Southern Pacific baggage car # 6700 replaces it later this year. The heavily-worn veteran of three wars will then become a display car, and be only occasionally used in backup service.

One of the few remaining "no frills" World War II Army kitchen cars used to feed millions of servicemen, this Medical Department version is a rarity, and its postwar conversion into a military railway guard car with cupola and bunks makes it even more unique. Its versatility has made it the museum's most-used restored car!

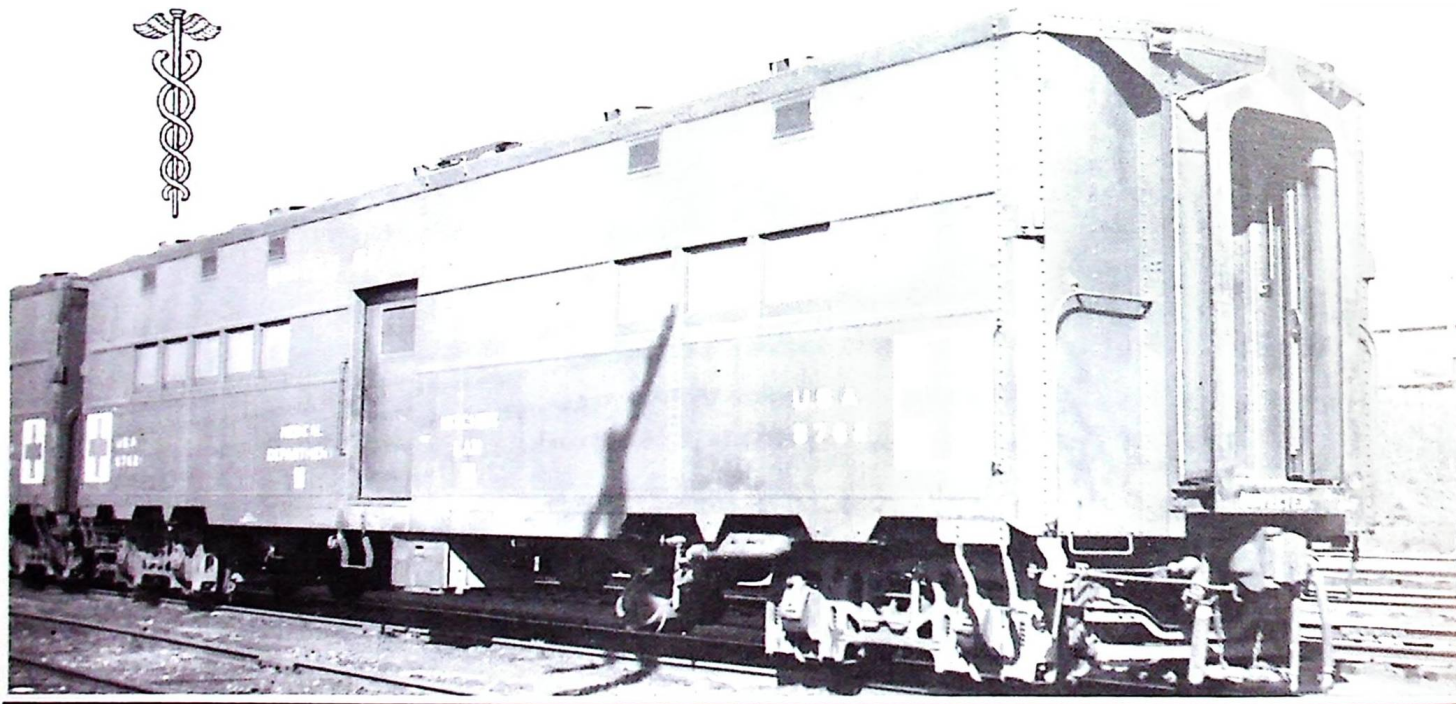
When the United States entered World War II on December 7, 1941, it became necessary to move large masses of military personnel between bases and embarkation ports around the country with speed and efficiency. Existing railroad passenger equipment couldn't handle the huge demand, so large-capacity, quickly-built troop-carrying cars with minimal comforts were constructed, based on a 50'6" boxcar design, and operated in long troop trains.

Early troop kitchen cars used on these trains were converted from passenger cars, and did not have their own stoves; they used field ranges provided by troop units on their trains. These proved inadequate, so 440 troop kitchen cars and 60 ambulance kitchen cars (for use on hospital car trains) -- all similar in appearance to the troop cars -- were built. They were owned by the Defense Plant Corporation, operated by the Pullman Company under an agreement with the nation's railroads, and were assigned to the Army's Service Forces. The troop kitchen cars went to the Transportation Corps, and the ambulance kitchen cars to the Medical Department.

Car plans were the same, though the *Register of Railway Passenger Equipment* incorrectly gave the ambulance kitchen car's length as 50'. Ambulance kitchen cars were generally called hospital kitchen cars, and also medical kitchen cars. They were not ambulances or hospitals; food prepared in them was taken to patients in hospital unit cars on the train. (Our museum owns two such cars, 1945-built # 89429 and 89437).

The museum's car was built by the American Car & Foundry Company (ACF) at St. Charles, MO (near St. Louis) in 1942 as one of the 60 ambulance kitchen cars, with red crosses on its olive drab roof and sides, and white Army Medical Department lettering and caduceus insignia (a staff with two entwined snakes, and two wings at the top) on its sides. Its original number was probably USA # 8764, 8765, or 8769.

The car is 54' 2-1/2" long over buffers, 9' 11-1/2" wide.



Guard car #G-10 looked like this in its original configuration as a Kitchen car, with friction bearings, olive drab roof, red crosses and caduceus insignia (insert) under the lettering flanking the side door. Sister car #8762 was one of about six at the Lafayette, IN. shops of the Chicago, Indianapolis & Louisville (Monon) Railway on April 17, 1947.

Photo by Wm. A. Swartz; Print by M. D. McCarter

13'6-1/2" high, weighed 77,500 lb. (38.75 tons) as built, has 4-wheel trucks with Hyatt roller bearings (originally friction), and Vapor Car steam heating. An air-pressure system provides water for the kitchen units, with a hand-operated air pump under the sink for emergency use when the car isn't connected to a train air line. It has a 6 volt air-cell battery lighting system, lens-type lamps, a rooftop walkway, and side and end ladders at both ends.

One half of the car contains a wooden cook's table, cupboards, utensil drawers with a stainless countertop, two large sinks, water tanks, a refrigerator unit, two cast-iron Army coal-fired ranges made by the Caloric Gas Stove Works in tandem (with water-backs and a specially designed smokejack), a wood storage bin next to the range, and a half-ton coal storage box opposite the range, with a rooftop hatch for refilling from trackside coal chutes in the days of coal-fired steam locomotives. The car's other half originally held a bread locker, meatcutting tables, a removable service table, storage cabinets, and the refrigerator unit.

The World War II service history of this car is unknown to the museum. Veterans riding our trains have commented on how hot, cramped and uncomfortable conditions were in such cars. They were not luxurious, but there was a war to be won! After the war, the Army retained 165 troop kitchen cars and 40 ambulance kitchen cars (USA # 8731-8770). In 1946, 22 of the latter went to the government-owned Alaska Railroad, and the other 18 were converted into guard cars between 1954 and 1961.

In January, 1955, kitchen cars # 8764, 8765, and 8769 were dropped from the Department of the Army's listing in the *Official Register of Passenger Train Equipment*, and guard cars # G-10, G-11, and G-12 appeared for the first time. This indicates our car was converted into a guard car in 1954, though it's not known which of the three became # G-10. The conversions were done at Fort Holabird in Baltimore, MD. The furnishings were removed from one end of the car, and the refrigerator moved to the other end. A toilet, fold-up sink, shower, wardrobe, and six fold-up cots were installed in their place. A glass-enclosed cupola with sliding side windows was built atop the center of the car to enable military guards riding in it to observe their train in all directions.

The car was painted olive drab with a silver roof, re-lettered in white for the Army Transportation Corps, with its winged-

wheel-in-shield-in-wheel insignia on the sides; and renumbered USAX # G-10, the "X" a designation for non-railroad-owned cars exchangeable between railroads. It was used to transport and house detachments of security guards on commercial railroad shipments of hazardous materials, which may have included nuclear weapons. USAX # G-10 served in the 1950's and 1960's on ammunition trains between the Naval Ammunition Depot at Hawthorne, NV and the Naval Weapons Station at Port Chicago, CA.

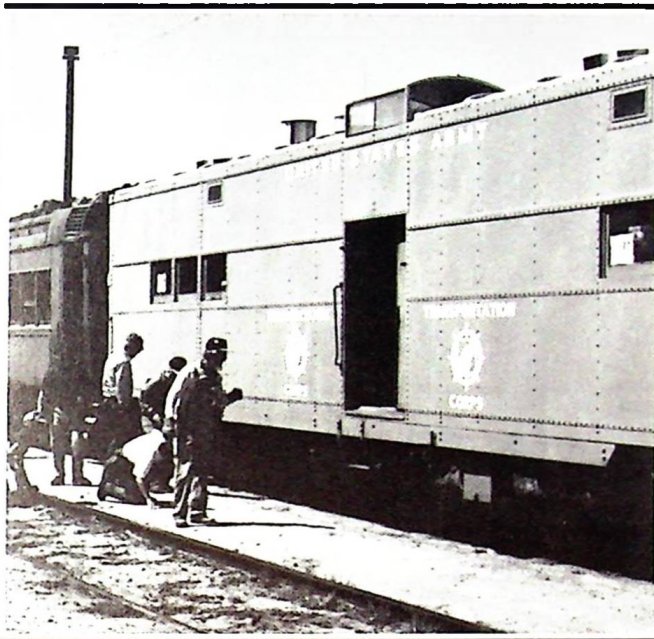
Although equipment registers show it remained on the Army roster its entire life, the car's lettering was changed to DODX # G-10 at an unknown date for lettering uniformity on Department of Defense cars used on commercial railroads. "USAX" was sloppily painted over and "DODX" stenciled on unevenly. DODX # G-10 was replaced in 1966 by newer air-conditioned guard cars with diesel generators, stored at Hawthorne, and later declared surplus. It was purchased in 1973 for \$ 300 at a sealed-bid auction by PSRMA member Walter Barber, who immediately resold it to the museum for the same price.

DODX # G-10 was shipped to San Diego via the Southern Pacific and Santa Fe on its own wheels at a cost of \$ 816.43. Enroute, it was severely damaged in Santa Fe's Oceanside, CA yards by a vandal or transient-set fire. Supposedly put out, the fire continued to smolder in the car's refrigerator. It was extinguished the next day, after the car arrived

at the museum's storage site at the Miramar Naval Air Station in San Diego January 14, 1974.

The restoration of DODX # G-10 by museum volunteers at the Miramar NAS and the La Mesa Depot was completed in May 1981. It was repainted dark forest green with a silver roof, but not re-lettered except for its number. Visited by thousands while at La Mesa depot, it carried the marker lights and drum-head on the museum's *La Mesa Cannonball* on May 23, 1982, the first passenger train on SD&AE's El Cajon branch in 54 years. Other excursions to El Cajon and Lemon Grove followed in 1982 and 1983.

In July/August, 1983, DODX # G-10 served as tool car on the museum's first "Great Freight" to Campo, and later on work trains. It was also used as a passenger car on the museum's first SD&A excursion trains to Miller Creek in 1986. DODX # G-10 was refurbished in April 1987, and repainted its Army



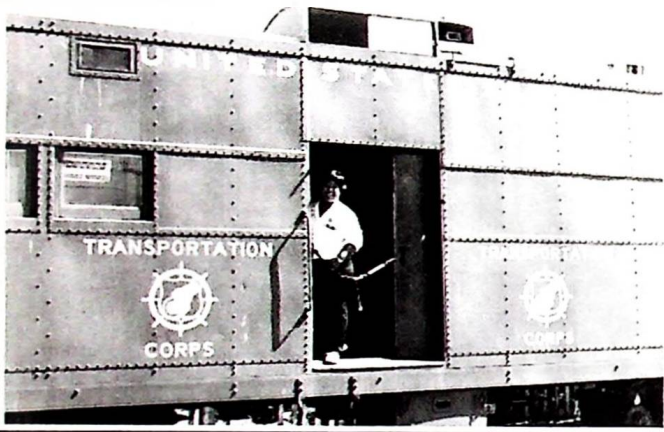
A Brakeman's Training Class in August 1994 practices checking the brakes on USAX #G-10 at Campo.

Photo by B. Schneider

guard car olive drab with silver roof. Its white guard car lettering and Transportation Corps insignia were reapplied in February, 1988, but its DODX # G-10 number was not, due to uncertainty about why the car had both DOD and Army markings. That's been resolved, and it's now USAX # G-10 again.

Equipped with museum-installed chemical toilets, USAX # G-10 is in regular service on the museum's SD&A Miller Creek trains as a restroom and refreshment/snack car. It's also been used on special runs to Tecate, San Diego, Jacumba, Carrizo Gorge, and (appropriately) a World War II Camp Lockett veterans' reunion trip to Hipass October 12th, 1991, commemorating the 50th anniversary of the opening of Camp Lockett at Campo. After SP # 6700 is placed in service on the museum's SD&A trains, this rare and distinctive military car will be put on display, possibly housing armed forces and World War II railroad-related memorabilia. The most versatile car on the museum roster, railway guard car USAX # G-10 will also serve as a backup to SP # 6700 when needed.

Special thanks are expressed to Major General Hugh F. Foster, USA (Retired), of Furlong, PA, who provided most of the information used and a 1968 Army Technical Manual on guard cars. Other information was obtained from Larry Rose, Lt. Col., Bill Niedrich, USA (Retired), M.D. McCarter, and The Model Craftsman (February 1945 issue.).



Gretchen Friedlan smiles during a break from serving refreshments in USAX #G-10 during a museum Special to Tecate on July 31, 1991. The loudspeaker next to the cupola is on a pole next to the car at Tecate Depot. A museum installed portable toilet can be seen through the window.

Photo by B. Schneider

Life Member Deceased

Life Member #34 Vernon E. Mardock Jr. past away July 21, 1995 of respiratory failure. He was buried on July 26 at Green Wood Cemetery. He was 73 years old.

Carrizo Gorge Update

by R. L. Scheuerman

The eventual dream of most San Diego Railroad Museum members is to operate SP #2353 and SD&AE #104 through Carrizo Gorge with a train of Harriman cars to replicate one of the most spectacular standard gauge train trips in North America. We are especially fortunate in having two large steam locomotives which regularly operated on this line. We also have four former passenger cars (with a possible five more) and a considerable number of freight cars deaccessioned from the SD&IV RR. In 1939, one daily train was a mixed and the other daily was a section of the Golden State. Two bridges were burned in 1983, and two tunnels in 1985. This cut off the line east of Campo and Jacumba. The bridges were replaced by steel ones, and the first tunnel (#8) was partially rebuilt by Morrison Knudsen who under-estimated the cost as the entire half mile of the tunnel had collapsed, not just the ends. MK worked to within 150 feet of the east end when the money ran out.

San Diego City councilman, Juan Vargas, has started feasibility studies on reopening the Gorge to expedite increased shipping from NAFTA operations from and to Baja California with the US and mainland Mexico. The minimum needed to open the line is \$7.9M, plus \$10.9M to improve reliability. Rebuilding to handle double stacks and auto racks would require an additional \$56.2M. The present configuration can handle piggybacks, as it did under SP. Intermodal with containers from ships in San Diego Bay plus intermodal piggybacks from Baja would be needed to generate enough revenue to pay for the high maintenance of the line caused by flash floods, earthquakes, and fires. The \$75M outlay would show black ink. Financing is being sought from Federal, State, County, City, Port District and private investors.

An additional outlay may be needed to buy back the forty-four miles in Mexico, which were sold to the Mexican government by SP in 1970 for \$300K. The latest Mexican administration is eager to denationalize, so hopefully the Tijuana & Tecate RR will be purchased by the same company which will operate the US side of the line. If NAFTA is to fulfill its promise, all of the above should be instituted. If San Diego continues to push tourism over industry, investors could build a railroad from Ensenada to the T&T, and increase container off-loading facilities in Ensenada.

Either way, Carrizo Gorge would once again be open to thrill a new generation of passengers, as well as an older generation that has not been able to see this awesome scenery since 1951.

For more information please contact
San Diego Railroad Museum
(619) 595-3030,
1050 Kettner Blvd., San Diego, CA 92101.

From the Boardroom July 25

by Bill Schneider Secretary, Board of Trustees

New President Glenn Reiter related his professional experience working with Boards, and expressed thoughts and goals for the museum, including improved communication and budget control. He noted centralization is needed to insure permits, expenses, and files are properly recorded and kept. Vice President Frank Lynch remarked on the Board's collective decision-making, and on museum goal-setting. Dale Busch clarified the museum's corporate organization. Bill Niedrich requested more input opportunity for all Board members prior to Executive Committee decisions, and suggested returning to monthly Board meetings. The Executive Committee's June actions were discussed regarding the Executive Director position. Dan Marnell and George Boggs were supportive of monthly Board meetings. Selection of additional members for the Executive Committee was postponed until January.

It was announced that in a July Board mail-in ballot, the Executive Committee's appointment of John Starkey as Acting Executive Director and election of Glenn Reiter as President were approved.

A contract for erection of the Campo building was reviewed, and several changes made. A backup plan was authorized.

Reiter announced appointment of a Committee headed by Ted Kornweibel (Randy Gibson, Dick Pennick, Ann McVeagh, Bruce Semelsberger) to review our equipment policies. It will work with Denby Jones' Steering Committee.

Treasurer Glenn Reiter distributed 1994 year-end and First Quarter 1995 Financial Statements. They were approved following some discussion.

After a presentation by Jones, the Board approved exploring the possibility of acquiring a Southern Pacific GP9 diesel, similar to those used on the SD&AE in the 1950's, hopefully operable and by donation.

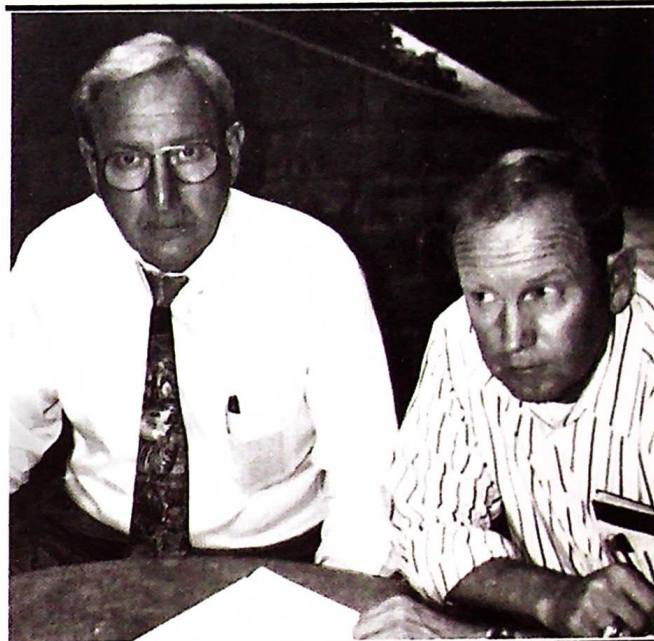
Marnell outlined a possible South Bay Line dinner train study.

Chandra George reported appointment of a Committee chaired by Rita Cloud (Ann McVeagh, Rich Borstadt, MaryAnn Thompson, Denby Jones) to screen Executive Director applicant resumes. Selected candidates will be interviewed by the Executive Committee. The final candidate will be interviewed by the full Board prior to being hired.

Bruce Semelsberger presented the Annual Equipment Report. He explained it shows work performed, and will assist decisions on what to do with each piece. Pennick noted the interpretive value of each item was not addressed. Semelsberger and Jones explained it's a status report, and will be reconciled by another Committee with the museum's Mission Statement.

Acting Executive Director John Starkey announced a work calendar is out, and others in process. He distributed and explained a Goals and Objectives list, a flow chart of events, and announced the office has a new fax machine thanks to Glenn Reiter. He discussed crossover tracks at the Santa Fe Depot baggage building, the South Bay Line, and an August fundraising Amtrak trip arranged by Roger Garrett.

Boggs announced that San Jose was awarded the NMRA Convention in 2000. San Diego was a finalist city for hosting the event. Semelsberger said San Diego railfans are still planning a Railfair 2000 even without the NMRA.



New Museum President, Glenn Reiter and VP Frank Lynch go over financial reports prior to the July 25 meeting

In Hindsight:

From REPORT #195 (Nov/Dec 1984), announcing the donation of SP #2353, then at Imperial, CA to our museum:

"Steaming the #2353 again on its old stomping' grounds will be relatively easy compared to our first task, moving the 100-ton beast out of its isolated fairgrounds plot".

The move to Campo was difficult and very expensive, but the five-year effort to restore it to steam has been anything but "relatively easy" by comparison, physically or financially. Just ask the Steam Team!

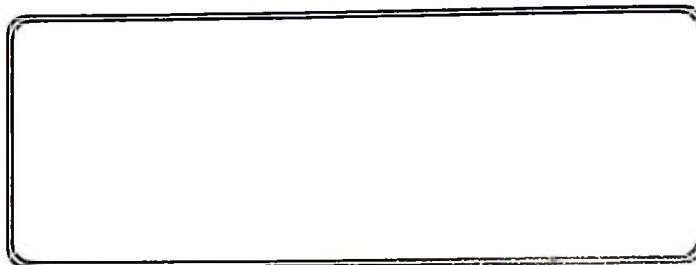
But the museum's "CAN DO" attitude still prevails! Despite abundant obstacles, we brought the "beast" to Campo, and despite even more difficulties, she'll soon be steaming again!

P.S. - We could still use a few more hands and a lot more \$\$\$!

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



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Editor:
M. H. Hartjen
956 Luna Vista Drive
Escondido, CA 92025-5277
(619)489-1353

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



Excursion Supervisor Corinne Gallagher is dwarfed by some mighty big men at Campo: Cyrus K. Holliday Caretaker Doug Hoveland, Campo Operations Director Denby Jones and Trainman Jim Friedlan. Gallagher and Friedlan are also on our Board of Trustees.

Photo by B. Schneider