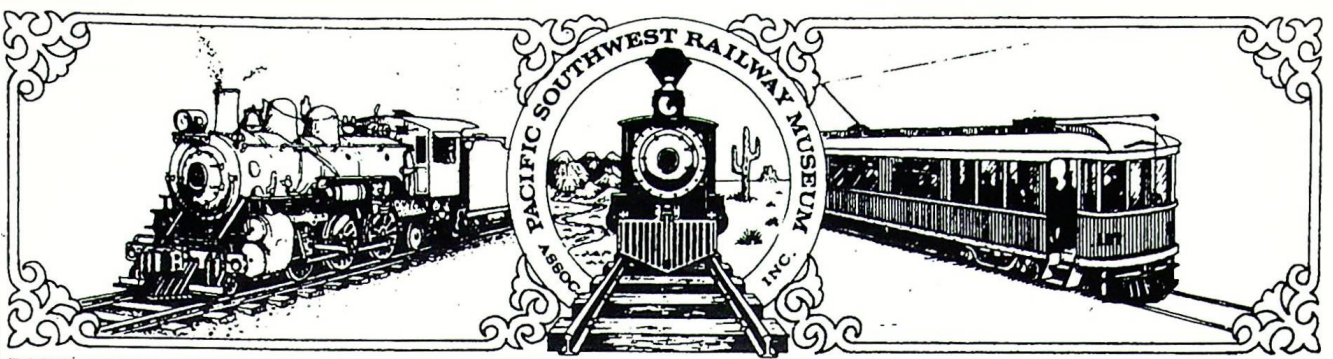




Sept/Dec 1995

REPORT

Volume 253

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



The La Mesa Depot will once again extend a warm welcome to visitors in the old-fashioned way during the coming holiday season. Please stop by for a chat.

Happy Holidays!

Photo by B. Schneider



Museum Hires New Executive Director

Win S. Mott has been appointed Executive Director of the San Diego Railroad Museum by the Board of Trustees at the September 26 meeting. He was Administrator of the Legal Aid Society of San Diego, and has also been an aide to a San Diego City Councilman and Director of Human Resources at A.R.C. San Diego. He is experienced in fund-raising, public relations, volunteer recruiting and coordination, inter-agency liaison functions, human resources, working with public officials, and museum projects.

Mr. Mott is a graduate of the University of Minnesota and has a M.Th. from Wartburg Seminary in Iowa and an M.A. in History from the University of North Dakota, plus post-graduate studies at the University of Lund in Sweden and additional courses in economics, accounting, and human resources. He was an Assistant to the Minister of Transportation, Industry, and Commerce in the government of Manitoba, Executive Director of the 1,100 member British Columbia Government Manager's Association, and was involved with railroads in Canada, including VIA Rail. He also worked as a volunteer with the Esquimalt & Nanaimo Steering Committee in Victoria to save E&N passenger service through creative methods when CP Rail sought to discontinue it.

Win S. Mott is a resident of Crest (about halfway between San Diego and Campo). He was a former President of the Crest Community Association. He is currently a Director of the Crest Fire Protection District, Vice President of the East County Personnel Association, and Employer's Roundtable Director (since 1988). He is also a member of several other organizations including the National Association of Rail Passengers and TRAC.

Welcome Aboard Win Mott!!

Bill Schneider

From The Desk Of The Executive Director

On October 16, the San Diego Railroad Museum and I began a journey together which will hopefully be a long, enjoyable and productive one. I would like to share some first impressions with you after these few brief weeks, even though first impressions are by their very nature never the whole picture.

First, the potential for the Museum is superb. Railroad museums have achieved a great deal of success in the past few years and the basic acquisitions, operations and restorations of this Museum in all areas stands out as among the best. A future with steam trains, the Santa Fe Depot site and expanded excursions into Mexico will complement the reliable base of the Miller Creek runs. There is an untapped tourist market and numerous variations on the ways in which San Diegans can enjoy and learn from our Museum.

Second, there is a large group of dedicated people committed to, indeed passionate about, the Museum. Although each may have his or her own focus, there is no question that each one cares about the message of the Museum and works to further its success.

Third, the Museum could be much stronger than it is. It has moved over the years from a small group of people with a vision to a multiple site, complex and varied organization which has taken its place on the San Diego scene among the larger museums. To come to this point has taken much effort, some growing pains and a great deal of energy. The Museum is now poised to become a major component in southern California. It will take all of us working together on the vision that is still there to achieve that next step. The issues raised by ego and pettiness which often bedevil volunteer groups need to be avoided by us. A strong Museum will mean good communication, effective organization and careful stewardship of finances.

As individuals, it means more than a little portion of patience, endurance, tolerance and the resolve not to burn out. I think most of those whom I have met are up to that challenge, because they really care about the Museum.

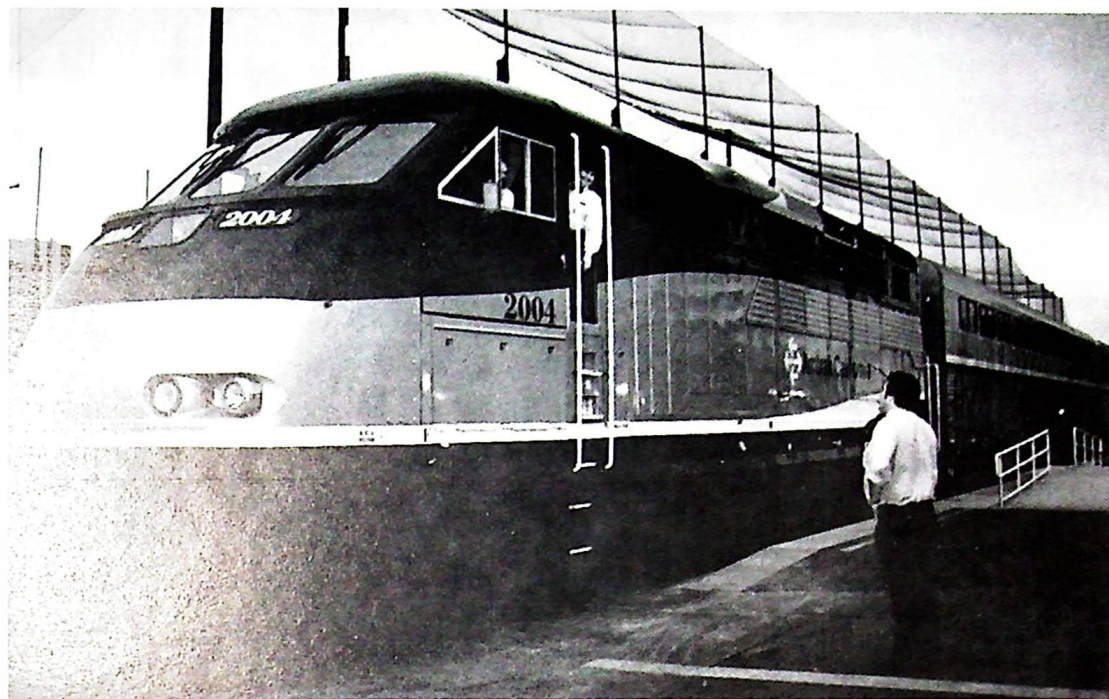
We are teaching and demonstrating not only vintage railroad operation but also an entire way of life which was a more graceful and fulfilling style than our present age knows. We can contribute much by sharing that with all who come our way.

As we begin our journey together, please introduce yourself if we have not already met, tolerate my mistakes as I learn my way around and then settle back to enjoy our time together.

Win Mott

SDRM Provides Information At San Diegan Express Inaugural

By Bill Schneider



MaryAnne Thompson is shown in the door of Amtrak California #2004 during the inaugural visit to San Diego of the new San Diegan Express on October 29, 1995. The locomotive is an EMD F59PHI. The overhead nets are on a golf driving range adjacent to the Santa Fe Depot.

Photo by B. Schneider

Inaugural festivities were held on Sunday, October 29, for Amtrak's new limited-stop **San Diegan Express** between San Diego and Santa Barbara. Uniformed Museum volunteers Rich Borstadt, Bruce Semelsberger and MaryAnne Thompson staffed a San Diego Railroad Museum information table with Executive Director Win Mott at the Santa Fe Depot. Flyers, schedules and many **REPORT** newsletters were also given out. MaryAnne Thompson was invited to sit in the engineer's seat of the 3,200 hp locomotive.

The train is equipped with new EMD/GM F59PHI "California Locomotives" and new multi-level Amerail (ex-Morrison-Knudsen) "California Cars" with many upgraded amenities, both detailed in **REPORT** # 241 in May 1993. The cars resemble "Superliners" in simpler form. SDRM members visited the train at several stops during this "Whistlestop Tour".

Publicity from Amtrak West in association with CalTrans calls it the San Diegan Express, but Amtrak California's official timetable lists it as the Express San Diegan. Whatever its name, the new train reduces running time, and began daily service Monday, October 30. It departs San Diego as # 771 at 6:33 am, with the return as # 780 arriving San Diego at 7:40 pm. Those riding the new Express before November 30 will receive a coupon for a free round-trip anywhere on the San Diegans through January 31, 1996, with some restrictions.

San Diegan trains # 776 and # 779 were extended to San Luis Obispo and renamed Central Coast San Diegan on October 29.

New Library To Be Near Downtown SDRM Facility

San Diego Mayor Susan Golding recently announced a new Main Public Library costing \$ 40-70 million will be built on Kettner Boulevard across from the Santa Fe Depot. The library will be completed by 1999. The present 41-year-old library was built when the city's population was one-third of what it is today. The new library will be directly across Kettner Boulevard from the planned SDRM Display Museum in the depot's baggage building. This major accessible facility will bring us more visitors to acquaint with railroading since it is so close to our own Research Library and Display Museum.

New Amtrak Destination???

When Amtrak *San Diegan* # 780 arrived at the Santa Fe Depot from Los Angeles August 26, to avoid congestion the station PA announcer requested that passengers waiting for the departure of "southbound train # 587" remain in the waiting room until its departure was announced. Southbound # 587? We thought we heard it wrong, but it was repeated! Could it be that # 587 was going to be the first train to National City on Santa Fe tracks since 1935? Alas, as we suspected, # 587 headed north to Los Angeles when it departed!

"Desert Line" Study Details

The last REPORT carried an update on the SD&AE's Desert Line through Carrizo gorge, and its possible reopening. Following are some clarifications and additions:

The study referred to was a 62-page Economic Feasibility Study interim report issued June 18 by the San Diego Association of Governments (SANDAG). It said improvements to the MTDB-owned SD&AE Desert Line (Division-Plaster City) "...should be implemented as soon as possible". The study estimates projected annual operating profits on the line would enable it to pay back the \$ 18.8 million initial repair and improvement investment in 14 years, or the \$ 75 million total modernization in only 13 years, due to a higher volume of traffic. It said modernization project support should be conditional pending favorable findings from a Port of San Diego study due in November.

The SANDAG study went into detail on the line, its condition, economic/NAFTA developments in San Diego and Mexico. It recommended against a rail spur into Otay Mesa at this time.

The study did not list funding sources. It suggested development of a financing strategy be referred to Mayor Susan Golding's Finance Committee, stating it would be an "appropriate forum" for both the private sector and government. It said private investment should be pursued, especially for repairs to reopen the line, and that a private freight operator (currently the SD&IV) should be responsible for on-going operating and maintenance requirement

A reopened Desert Line could mean Museum excursions into the awesome Carrizo gorge if the MTDB and its freight operator permit. Tentative plans were discussed several years ago. They could be updated and implemented but reopening the line depends on economic (i.e. freight) considerations and will require a great deal of community support. Railroad construction takes years of dreaming, studying, talking, promising and fundraising!

Please note that our Museum does not have any cars "deaccessioned from the SD&IV"! We do own two century-old ex-SD&A(E) wood passenger carbodies donated by the MTDB, and two ex-SD&AE boxcars and a tank car donated by the MTDB at the request of the SD&IV. The rest of our 90 pieces of rolling stock are from other railroads, including SD&A(E) # 104 and # 050, both ex-SP.

Bill Schneider

Single Gauge?

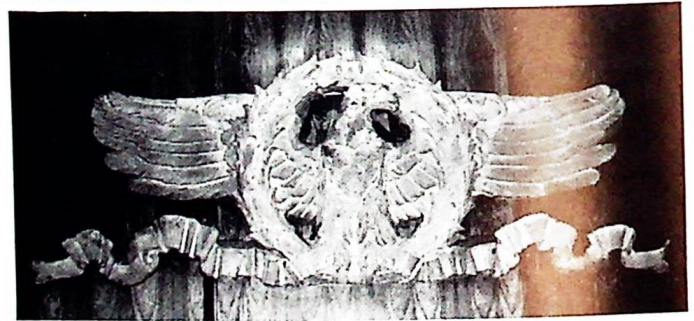
A story in the July 30 San Diego UNION-TRIBUNE travel section on Peruvian railroads referred to "...the Machu Picchu single-gauge train". First time we've heard that term! As the SDRM has three multi-gauge MRS-1 locomotives, does that mean we should refer to all our other rolling stock as "single gauge"?



Slim Ostrander, Mark Duerst and Steam Superintendant Richard Dick work on SP #2353 in May. That is 162-ton ONW #1 in the background.

Photo by B. Schneider

Railfan Photo Quiz



The photo above displays a huge bronze American Eagle. This was on the facade of Pennsylvania Station in New York City from 1910 until July 13, 1966. It was removed prior to the station being demolished in 1967 to make room for a new office building and smaller station. The sculptor was Adolph Weinman, born in Karlsruhe, Germany. He came to the United States at the age of ten and was later recognized as one of America's finest metal sculptors. This work of art is on permanent display in the lobby of a well-known San Diego office building. Do you know where it is located? Answer on page 8.

Photo by B. Schneider

Amtrak Subsidies May End By 2000

A recent Reuters news story reported a congressional subcommittee authorized spending \$ 3.6 billion on **Amtrak** over the next five years (exceeding President Clinton's request by \$ 700 million) "...along with measures to make the national passenger railroad more competitive when subsidies ultimately end". But "...it foresees an end to subsidies... by the year 2000", and notes **Amtrak** "...relies on subsidies to keep running".

If passenger trains are to continue beyond 2000, their supporters must (1) Ride Amtrak trains; (2) Convince others to ride them; and (3) explain to their US Senators and Representatives why **Amtrak** is important and benefits the entire nation, and how minuscule its funding is compared to public funds spent to benefit air and highway travel. Customer-focused **Amtrak** is well managed, and its bottom line has greatly improved as costs have been cut, revenues increased, and performance improved. However, the cost-cutting caused some drastic cuts in service (trains off or on) effective October 29.

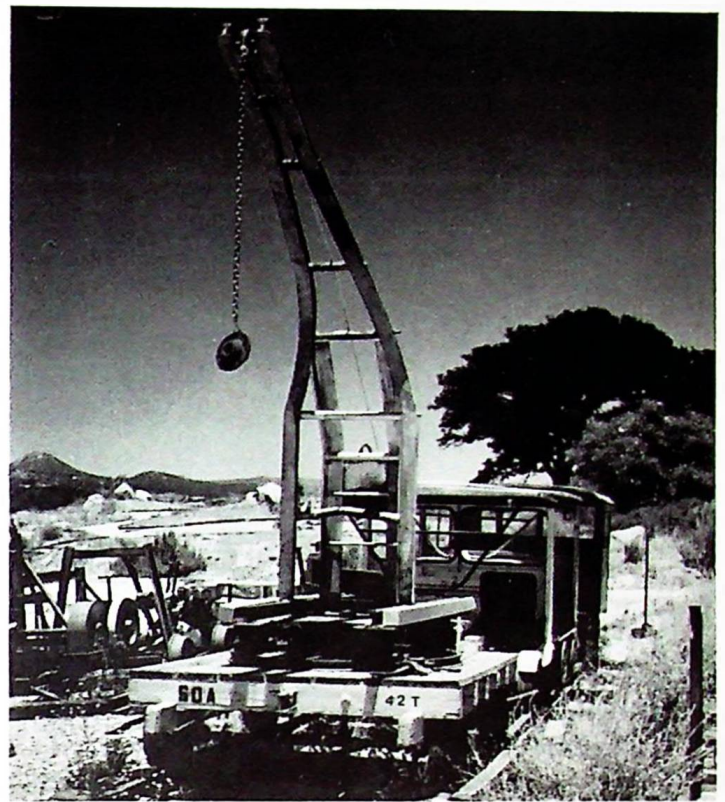
Our elected leaders should be reminded the passenger rail network they built our nation still carries, educates, and stimulates millions every year, and of the value and need for relaxing rail alternatives to cramped airplane seats and stressful freeway travel. That translates into economical value, as well as social!

As Andrew Weist writes in NRHS *National Railway Bulletin* # 60, "Rail is a proven, cost-effective way to move people and help reduce the congestion of our roads and airports as well as contributing to reduced air pollution. It would be penny-wise and pound-foolish to cut **Amtrak**. What is really cost effective is to provide the funding needed so **Amtrak** can grow and become the first-class passenger system the country needs".

When was the last time you rode **Amtrak**?

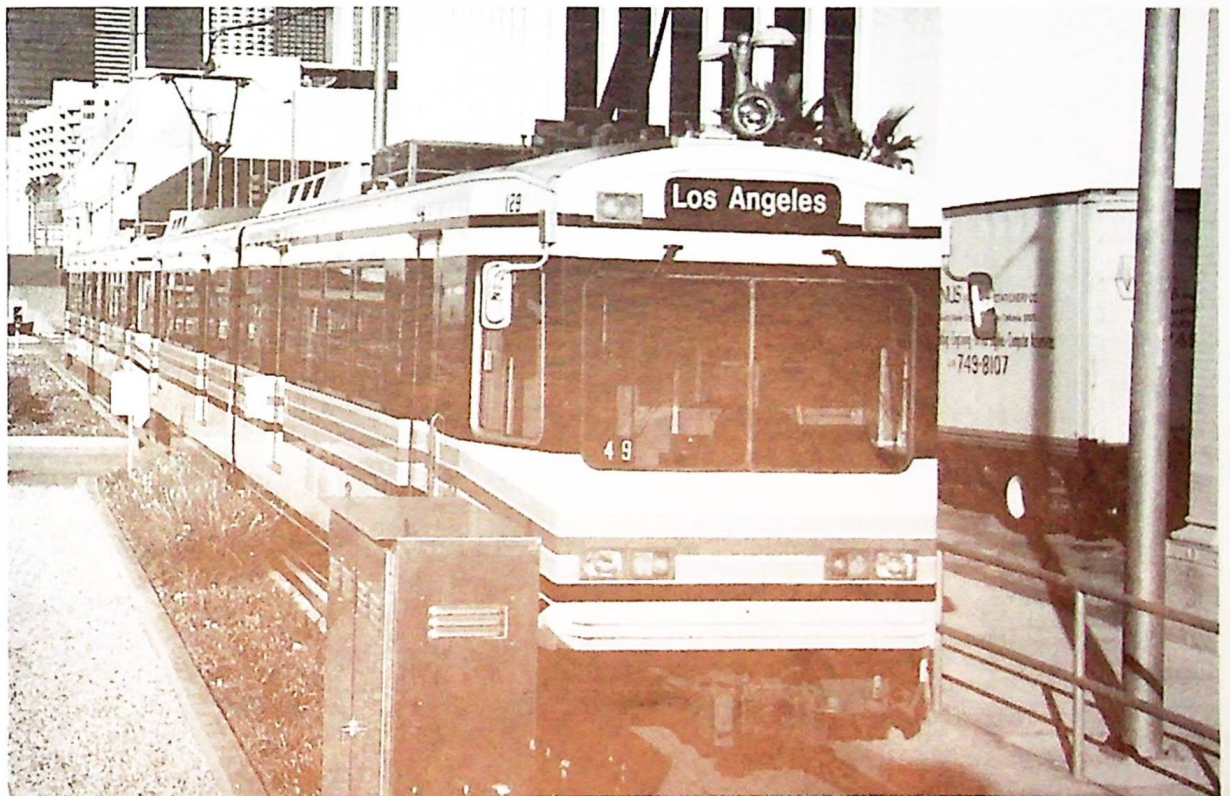
Or wrote to your Senator or Representative about these truths?

Bill Schneider



SD&A Trailer car #42T appears to be reaching for the sky in this June 17, 1995 view. Wait until Allan Dillane and friends are finished with this "mini-crane"

Photo by B. Schneider



Have you ridden it yet? An inbound car is about to enter the tunnel in downtown Los Angeles on the Long Beach-LA "Blue Line". The cars are quite different from those of the San Diego Trolley!

Photo By B. Schneider

Refinery Worker Switches On!

by Bill Schneider

The Museum's only diesel-hydraulic locomotive, ARCO # 6920 worked only in sunny southern California, and for only one owner during its entire refinery-working career! Combining the heritage of several historic builders, it's an unusual and rare piece of railroad equipment, yet still performs useful chores around the Museum even in "retirement"!

The 38-ton switcher was built by the Baldwin-Lima-Hamilton Corporation at Eddystone, PA (near Philadelphia), probably in 1953, and delivered September 28, 1954. It was built to a design of the Baldwin-owned Whitcomb Locomotive Works, whose plant in Rochelle, IL was closed in February 1952, with production shifted to Baldwin's famed Eddystone plant. From 1952, all Eddystone locomotives carried BLH identification only, reflecting the 1947 Lima merger with Hamilton, and the 1950 Baldwin merger with Lima-Hamilton. Our Museum also owns 1953 BLH 162-ton AS-616 demonstrator Oregon & Northwestern # 1. BLH built its last locomotive in 1956.

This locomotive is a Model SH-2300-2, meaning **Switcher, Hydraulic, 2-axle, 300 hp**. Builder's # 75941, it weighs 76,730 lb. (38.37 tons) and has four 33" wheels. It's called a diesel-

hydraulic (or diesel-mechanical) because it has a direct chain drive instead of traction motors. Most diesel locomotives, including all other Museum ones, are diesel-electric, with the diesel engine(s) generating electricity to power traction motors on the trucks. Its original 6-cylinder, 4-cycle Cummins diesel engine developing 300 hp was replaced February 17, 1974 with a newer Cummins engine. It has a squared-off look rather than Whitcomb's pre-1953 automobile-style grille, front and rear headlights, and yellow flasher atop the cab.

The locomotive was delivered new to the Richfield Oil Company's # 2 facility at Watson in Los Angeles County, CA, just north of Wilmington on a Pacific Electric (now Southern Pacific) line. Initially numberless, it was later designated Richfield Oil # 2, the number it carried when Richfield merged with the Atlantic Refining Company to form **Atlantic-Richfield (ARCO)**. It was later relettered and renumbered **ARCO # 6920**, and continued moving cars of "black gold" and other products around the refinery until its 34-year career ended in 1988. The plant, renamed the ARCO Products Company, is now within the city limits of Carson, CA.



ARCO #6920 at Campo in 1990.

PSRMA file photo



Two white Whitcomb-designed switchers in the Museum's Campo yard in May 1990. Numberless AGREX is a 45-ton Whitcomb-built centercab siderod diesel-electric; ARCO #6920 is a 38-ton Baldwin (BLH) - built chain-drive diesel-hydraulic. Both spent their entire working lives in the Los Angeles area, and were less than four miles apart when donated to the Museum in 1988.

Photo by B. Schneider

In 1988, ARCO #6920 had new batteries installed, and was repainted white with blue stripe and railings, black radiator and underframe, and diagonal white safety stripes on the underframe. "ARCO PRODUCTS CO" was lettered in white on the cab stripes, and its number in blue on the lower cab sides. ARCO # 6920 was then donated to the PSRMA by ARCO, together with the diesel's original BLH operating manuals. It was shipped by truck from Carson to Campo, arriving at the Museum in October, 1988.

ARCO # 6920 has seen much useful switching service in the Museum yards and shops, but now needs some repairs and maintenance. This would be a great job for a few diesel fans to take on as a personal project. This trim little "local" switcher is an unique piece of locomotive - building history, and needs some TLC! Call Denby Jones (297-2419) or Lew Wolfgang (662-1963) if you can lend a hand!

Gratitude is expressed to member P. Allen Copeland for providing the details on this locomotive. Additional information was obtained from *The Second Diesel Spotter's Guide*, by Jerry A. Pinkepank (Kalmbach Books, 1988).



This unique work of art by Ray Lethbridge has raised money for SP #2353 at Campo.

Photo by B. Schneider



Did someone say "dirt"? Dick McIntyre is seen under RS&S #3 in the Campo car barn, showing why he is one of our very few "Railfans of the Decade"

Photo by B. Schneider



Covered arcade on the west side of the Santa Fe Depot's Baggage building is the site of future displays of a few pieces of rolling stock. Note the protruding transformers at the end, which will have to be moved to obtain access

Photo by B. Schneider

San Diego Railroad Museum "WISH LIST"

By Dick Pennick

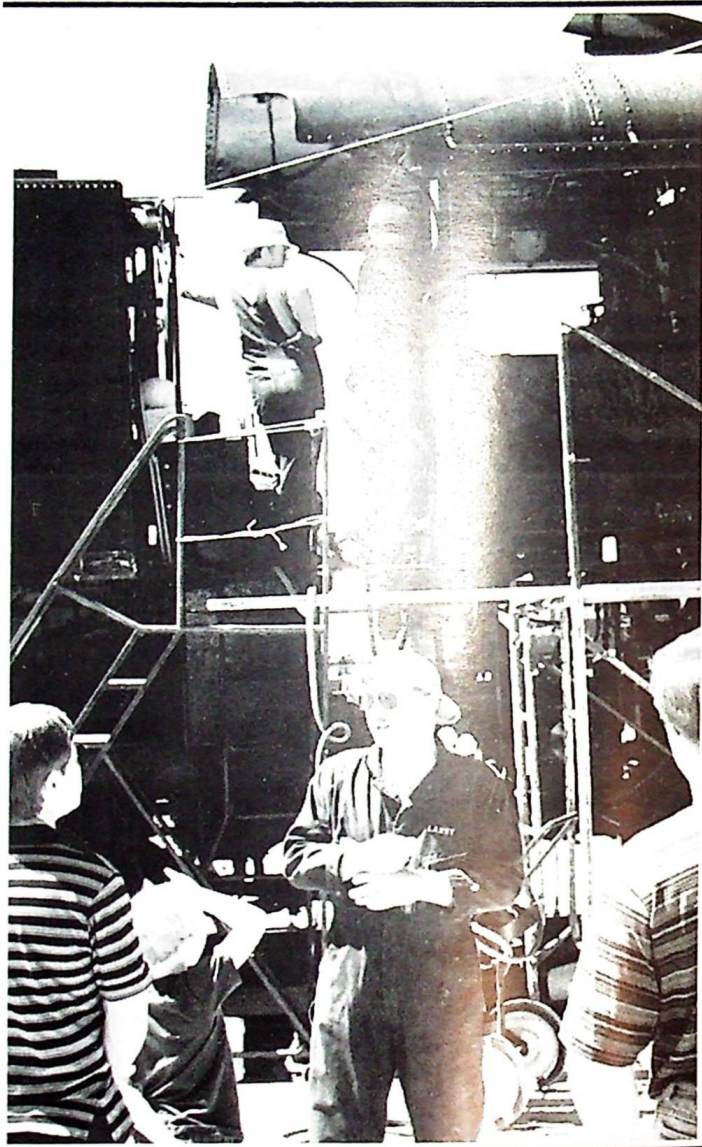
A heartfelt **THANK YOU** to the following contributors who have donated items on our WISH LIST to-date:

- ☒ **Peter Duncan** — Rock ballast for new yard tracks at Campo.
- ☒ **Charles McMahan (Life Member #26)** -- Misc. machine tools and tooling for Campo machine shop, and router bits for woodshop.
- ☒ **Dennis Berger (Moldex-Metric, L.A.)** -- One-year supply of ear plugs for Campo shop.
- ☒ **Robert Zinzer** — Micrometers for Campo machine shop.
- ☒ **Ms. Sophie Francis** — New whipline for P & H crane, Campo.
- ☒ **Buzz Block-(Casa de Oro Hardware)** — 4 large tarpaulins and 500' of rope to cover Jacumba carbodies.
- ☒ **Saginaw Machine Systems**--Donated operating / maintenance manual for our Reed-Prentice lathe at Campo machine shop.

Please send Wish List submissions and offers of help to coordinator Dick Pennick, c/o SAN DIEGO RAILROAD MUSEUM, 1050 Kettner Blvd., San Diego, CA 92101 or call him at (619)463-2276. If contributing cash, please make checks payable to "San Diego Railroad Museum" and clearly mark the check "Wish List". Attach a note indicating the specific item or items covered. If no item is specified, the Museum will select a suitable item from the list. All contributions will be acknowledged..

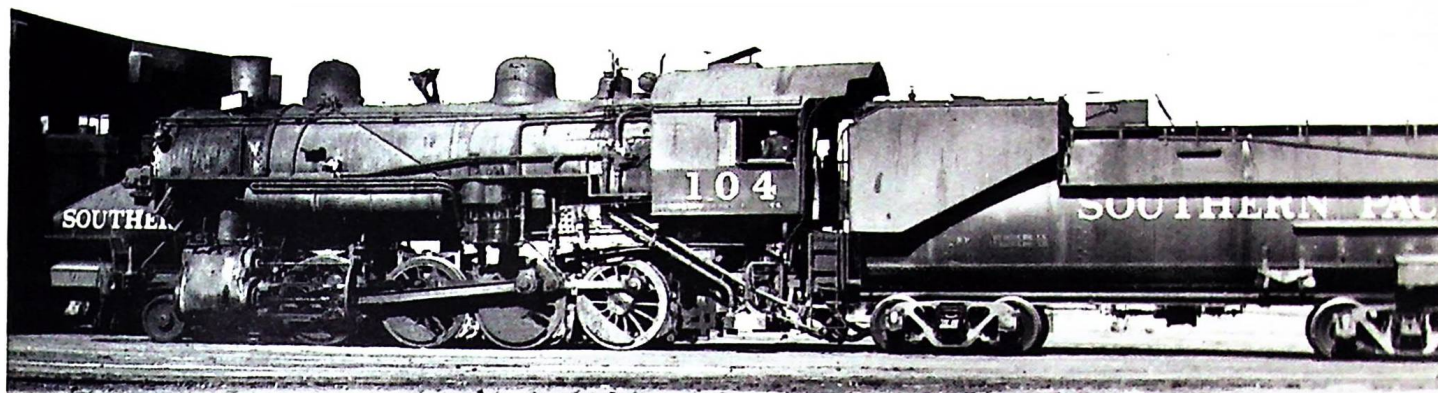
- ☐ Wrought-iron/wood slat waiting benches, 4' long, for Campo depot (\$100 ea.)
- ☐ One-year supply of paper towels for Campo depot and car shop (\$100).
- ☐ One year supply of toilet paper for Campo depot and car shop (\$50).
- ☐ Two to four hot air electric hand dryers for Campo depot public restrooms, car shop, etc. (\$330 ea. new).
- ☐ 5-gal. carbon dioxide fire extinguishers, rechargeable 5-B:C (\$120 ea.).
- ☐ Two 100' long polyester fire hoses (call for size) (\$160 ea.).
- ☐ Lavatory sinks, toilets, urinals for public restrooms at Campo (please call first).
- ☐ Stainless steel handicap railings meeting ADA requirements for public restrooms, including all required attachment fittings (please call first).
- ☐ Rock ballast for Campo Museum yard tracks (\$15/ton). 50' and 100' heavy-duty extension cords., 12/3 (\$37-\$75 ea. respectively).
- ☐ Amateur musician/singers willing to provide services onboard monthly Tecate train specials and other special occasions. Sing railroad songs, etc. Guitar or banjo preferred.

- ☐ Five-drawer metal flat files for Museum research library (\$510 new/\$300 used).
- ☐ Four-drawer metal file cabinets (letter or legal) for Museum administrative office and research library (\$160-\$210 ea. new/\$80 used, depending on size).
- ☐ Acid-free storage boxes/folders/file folders, etc. for research library (\$1 - \$5 ea.).



It is still the dream of boys (girls and adults, too!) to become steam locomotive engineers. Larry Williams is just the person to encourage it, as he explains how SP # 2353 works.

Photo by B. Schneider



SD&AE #104's number was quickly painted back on its cab after its return from a seven year lease as SP #2720 in Sept 1948. But its Vanderbilt tender kept its SP lettering somewhat longer. This is probably the tender it has today, #778

Photo from Bancroft Library, UC Berkeley

TENDER TRACKING TRICKY

Although the construction details and early history of SDA # 104's tender are unknown to the museum, old photos have been helpful in tracking down some facts (see REPORT Vol#247 for the engine story).

A plate on the tender identifies it as # 778. It's a Vanderbilt 90-C-6 tender (for its 9,000-gallon water capacity and cylindrical shape), with a fuel oil capacity of 3,535 gallons. It's 34'8-3/4" long, 9'10-1/4" wide, and 12'8-1/2" high. The trucks carry a December 20, 1904 patent date, and it has National Coiled Spring bearings.

Tender switching was common on the Southern Pacific and its subsidiaries (including the SD&AE) when locomotives were shopped. A 1920's photo of sister Consolidation SDA # 101 with a cylindrical tender suggests SDA # 104 may also have had such a tender in its early years (as did museum Ten-Wheeler SP # 2353). Later photos show SDA/SDAE # 104 with smaller, rectangular, "square" tenders during most of the 1920's, 1930's, and early 1940's. Although a February 1940 photo shows SDAE # 104 with a cylindrical tender bearing Southern Pacific lettering!

Sometime between August 1941 and September 1946, while leased to the SP as # 2720, its last rectangular tender was replaced by a cylindrical Vanderbilt one, possibly # 778. Weights of 67,000 lbs. (33.5 tons) empty and 174,300 lbs. loaded were lettered on its sides. The larger tender gave it greater range between service stops in road service. After being returned to the SD&AE in September 1948 and relettered SDAE # 104, the locomotive was photographed with the tender still in Southern Pacific lettering, as in the 1940 "mixed" photo! The weights

remained the same, even after the tender was repainted and relettered for the SD&AE.

This tender may have been replaced sometime between September 1952 and September 1955 by another Vanderbilt 90-C-6 tender weighing 57,600 lbs. (28.8 tons) empty, and 156,100 lbs. loaded, as its 1955 lettering used these numbers. But it may also be the same tender, with the weight figures changed after a 1955 repainting and reweighing, due to work performed through the years (parts removed or changed, etc.) affecting its weight.

Today SP # 778 is on display with SDA # 104 near Campo Depot, and is slowly being cosmetically restored. More help (and more info!) is needed. *Please help!*

Bill Schneider

Starkey and George Leave Museum Staff

John Starkey and Chandra George are no longer with the SDRM staff. In September, John Starkey, Acting Executive Director, returned to his company, Starboard Financial. In October, Chandra George, Office Manager and Bookkeeper for the past six months, resigned to join the San Diego Padres organization. We thank both for their contributions to the Museum. We wish them well in their future endeavors.

Railfan Answer

The bronze American Eagle from New York's Pennsylvania Station facade is on display in the lobby of the San Diego Union-Tribune Building at 350 Camino de la Reina in Mission Valley. It was purchased in May, 1971 by the late publisher James S. Copley from a private collector.

FROM THE BOARDROOM

by Bill Schneider, Secretary, Board of Trustees

September 1, 1995 (Executive Committee)

The Committee voted to operate without an interim Executive Director effective September 1. It also voted to hire former Executive Director Kay Carter as a Consultant on a part-time, temporary basis. Office Manager Chandra George and Administrative Assistant Christy Nieto were commended for their work.

A proposed new Organizational Chart was discussed. The post of Deputy Director of Development was activated and Rita Cloud was appointed on an interim basis, with the restriction on Staff members serving as Trustees waived in this case only. A "Roll Out" of SP # 2353 was suggested to celebrate its restoration and honor suppliers, donors, and especially the Steam Team, when a firm date can be determined.

President Glenn Reiter stressed work orders are essential even for budgeted projects, due to cash flow requirements.

The possibility of deaccessioning HLC Shay # 3 to raise approximately \$ 100,000 needed to fully repair and refurbish all operational rolling stock was raised and discussed with no action taken. Other fundraising ideas were suggested.

VP Frank Lynch explained that installing a crossover switch from SDN Coaster tracks to a museum display track at the Santa Fe Depot baggage building would require a tie-in with the SDN's signal system.

Executive Director Selection Committee Chairman Rita Cloud announced the screening of candidates was complete and interviews would begin within a week.

September 26, 1995

The Board accepted a Letter of Resignation from Trustee George Coleman. The Board appointed Kurt Karlsgodt temporarily as Santa Fe Site Committee Chairman.

Vice President Frank Lynch presented a request from North County Transit for exchange of a Museum # 10 switch stored in Old Town for possible use at the Santa Fe Depot display track for parts to form a new one when we need it. The Board agreed to the exchange.

George Boggs reported on new food handling regulations and plumbing changes at Campo Depot. He said the steel for the new building will be delivered October 17th.

Campo Operations Director Denby Jones announced Thomas Lee Braginton was appointed Superintendent of Facilities in place of Steve Wade, who has not been heard from for several months. He reported on the possibility of acquiring an SP GP-9 locomotive, status of our diesels, and all three fall Tecate trips are sold out.

Nominating Committee Chairman Dale Busch announced the committee nominated Harry Carter and Bill Valverde for appointment to the Board of Trustees. The Board approved their appointments and the temporary appointment of Kurt Karlsgodt to the Board. Busch stated the committee hoped to have at least six candidates for the three positions.

The Board discussed use of VIP cars on Tecate trips; recruitment of new members; a proposed Organizational Chart; and an Awards Dinner/Annual Meeting in January or February. The subject of requiring museum volunteers to be museum members was discussed.

Steam Superintendant Richard Dick reported on SP # 2353 progress and the addition of Bill Palmer (who has worked on ATSF # 3751) to the Steam Team.

Executive Director Selection Committee Chairman Rita Cloud presented her report. President Glenn Reiter congratulated the committee on its excellent work and a round of applause was given. The Board voted to hire Win S. Mott as Executive Director.

October 17, 1995 (Executive Committee)

Denby Jones was appointed Director of Campo Operations.

The Employment Contract for new Executive Director Win Mott was approved. His number one priority will be to increase cashflow. Mott was asked to implement the Purchase Order and Work Order systems.

Mott and Jones will work on finalizing the proposed Organization Chart.

The committee discussed Board/Staff/Volunteer policies and procedures; Work and Purchase Orders; membership participation and communication; Tecate trip VIP cars; and the recruitment of Trustees.

The Independent Order of Foresters (IOF) will announce a major support effort for the Museum. November 4 will be "Foresters' Day" at our Campo facility.

The resignation of Office Manager Chandra George was announced.



Classic Train Ride

SCHEDULE

Weekends & Some Holidays

CAMPO to MILLER CREEK

Depart	Return
12:01 P.M.	1:30 P.M.
2:30 P.M.	4:00 P.M.

FARES

Adults	\$10.00
Children (6-12)	\$3.00
Active Duty Military & Senior Discount (62 & over)	\$8.00

GROUP RATES

Private Cars & Special Charters Available

MUSEUM HOURS:

Weekends 9-5

New museum train cards feature #2098 and the late Gene Dramm in Conductor's uniform. The same photo is in a new Balboa Park guide.

From the Director of Campo Operations

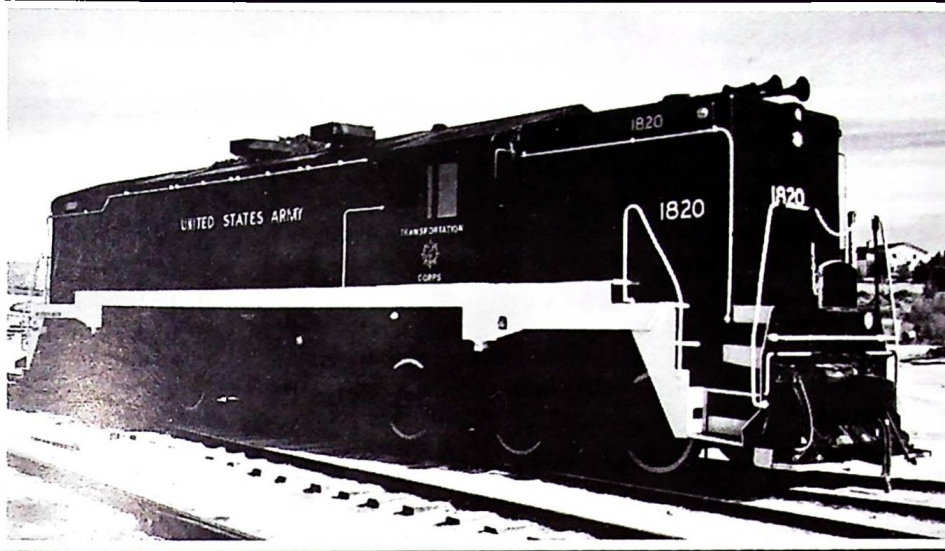
On Friday, October 20, 1995, at 7:40 pm, Project Manager Dave Slater pushed a button in the cab. The EMD 567B engine rolled over four times and fired. After thirty years (to the month) of dormancy, locomotive 1820 was again

alive and under her own power. There were grins that would cover a football field as the volunteers on hand stood under the rain of carbon from her stacks and listened to her idle. There were still some problems to be resolved but she was running. Sunday, Nov. 12, 1995, she was placed ahead of her sister 1809, and again under the hand of Project Manager Dave Slater, pulled her sister and a four car passenger train to Miller Creek and back. A few words, but they describe an eight year dream and five year effort by Dave and his crew. When they started, this locomotive was nothing but a pile of spare parts used to support 1809. The cab had been half cut off

with a torch. Pieces were missing, the brake system was a disaster and electrically, she just about did not exist. Totally WITHOUT Museum financial assistance, Dave put together a crew, solicited funds from volunteers and started to work. Sunday was the accumulation of that work. Thank's Dave for a job very well done.

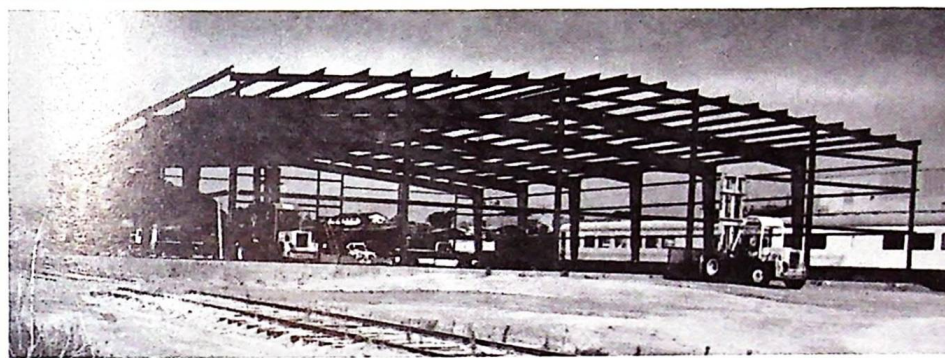
I would like to introduce Gary Sweetwood. Gary joined the Museum as part of the 1820 crew. He is primarily responsible for the mechanical restoration of the engine in 1820. This was no small task. When they got into the engine, they discovered that during the latter part of 1820's Army career she was apparently used as a training device. He had to go through all of the components in the entire engine to ensure that everything met specifications. Gary has consented to be our diesel motive power

Foreman working with Jim Wilson, Mechanical Superintendent; Lou Wolfgang, assistant Mechanical Superintendent and myself. Gary brings a lot of experience in heavy diesel engines from the Maritime Industry. He and his family own and operate Sweetwood Machine Shop in Lakeside, California. Gary's expertise and enthusiasm will be a definite asset to the Museum.



Restored 120-ton USA #1820 is running for the first time in nearly thirty years!

Photo by B. Schneider



The new building at Campo is seen here on October 28 1995, an already outdated view. We really need this building to protect our priceless rail artifacts

Photo by B. Schneider

We also have a new Superintendent of Facilities, Thomas Lee Braginton. Thomas Lee has been our Security Man in Campo for about four years. He has been very active in the maintenance of the buildings and grounds. He brings with him many talents and skills that will benefit the Museum.

Our new Baggage car, spearheaded by Alan Dilane, is in the process of being sandblasted and painted. This car was located and funded by Board Member Bill Niedrich to replace the guard car on the demonstration train that we were using for concession sales and lavatories. Bill not only funded the purchase of the car but paid for the sandblasting and painting. Thanks Bill.

The new building has been erected and they are finishing it out as I write. We still have to install a fire sprinkler system and some other details, but occupancy is at least in sight. Many thanks to George Boggs, Ron Getz and Rich Warner for overseeing the raising of the building. A special thanks to George for following through on the permitting and acquisition of the building.

Big news is that the International Order of Foresters are joining us in some of the projects at Campo. Specific projects are presently being defined. What has been proposed so far is exciting. I will report more on this at a later date.

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SDRM MEMBERSHIP

ONE YEAR

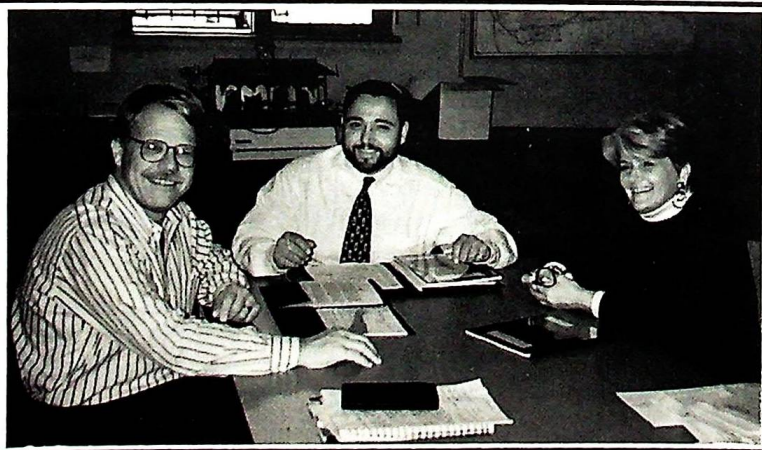
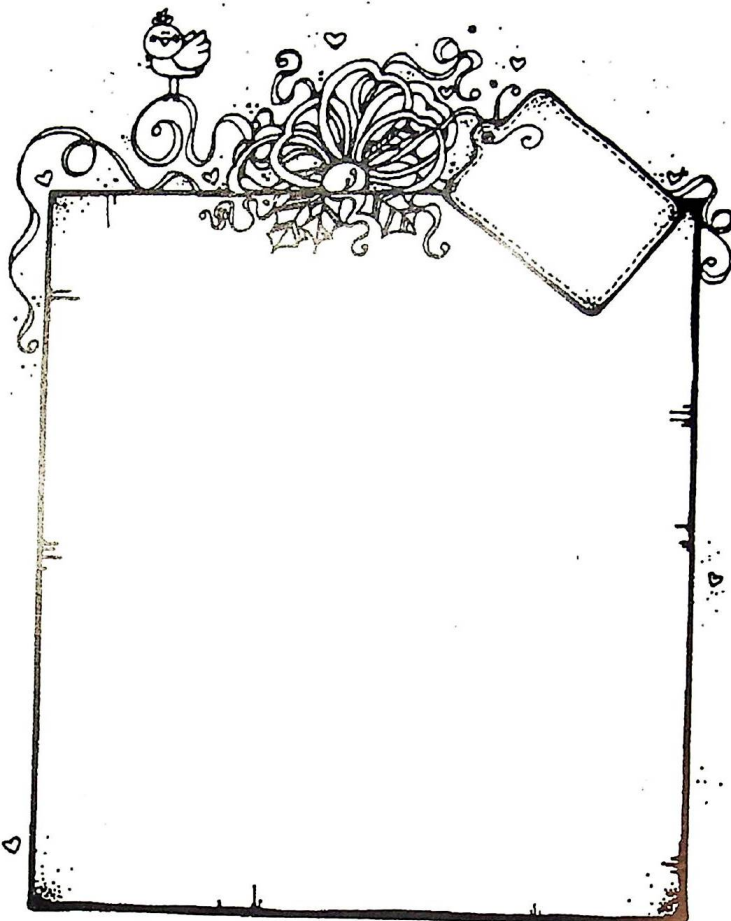
Senior/Student - \$15
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Contributing - \$50
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LIFE

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

COMPANY/ CORPORATE SPONSORSHIPS

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Kurt Karlsgodt (left), new Chairman of the Museum's Santa Fe Depot Facility Committee and a newly-appointed Trustee, met with Consultant Peter Anderson (center) and Museum Consultant Kay Carter (right) on October 20, 1995 to discuss Anderson's Feasibility Analysis and Market Overview on the depot.

Photo by B. Schneider