



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



Former Santa Fe Railway trolley-powered rolling gantry crane was a San Diego landmark for many years at California and Market Streets. The 25' high x 40' wide gantry crane was donated to the San Diego Railroad Museum's parent Pacific Southwest Railway Museum Association (PSRMA) in the Spring of 1984 by Santa Fe Industries. This picture was taken prior to dismantling by Museum volunteers. The four trolley poles and the operator's cabin are visible at the left end of the gantry bridge. For nearly a decade, we have dreamed of erecting the 25 ton bridge crane. It finally happened on November 30, 1995. See article on page 7 for more details.

Photo by L. Rose

From The Director of Campo Operations

With the start of the new year, let's look at some of the accomplishments of 1995:

- ☐ New building at Campo has been erected.
- ☐ Restoration of SP #2353 was 95% completed.
- ☐ Restoration of MRS 1820 was completed.
- ☐ Ted Kornweibel has the RPO restoration well underway.
- ☐ Santa Fe bridge crane was erected.
- ☐ Locomotive 7285 was placed in service.
- ☐ Restoration of Santa Fe 1509 was completed.
- ☐ Received the new SP Baggage car.
- ☐ New Executive Director for the Museum is on board.

Off hand, I would say that is quite a plate full!

So what lies ahead? My feeling is that this year, the Museum is going to have to re-focus and re-establish priorities.

We are going to have to concentrate on ensuring the rolling stock and motive power we use on the demonstration train meet or exceed published requirements. Equipment that has been laying fallow should be looked at, and if possible placed into service.

Our Tecate train is sold out almost every trip. The only thing keeping us from generating more income from these trips is the lack of rolling stock to carry more passengers. New or alternative ways of funding the Museum need to be explored, developed and implemented.

We need to develop funding to maintain our eight miles of track and roadbed (3200 ties per mile equals 25,800 ties required for our eight miles of track) especially with steam power coming on line.

Projects that have been dormant should be resurrected and completed such as the brakes on 250. And finally, deterioration of our artifacts should be arrested so that when it is put in the restoration process there will be something there to work with.

I feel that this is the time for the Museum to take whatever action is necessary to ensure that the artifacts we have will be available to our future generations.

See you at Campo

Denby Jones

From The Desk Of The Executive Director

Celebration of the New Year is traditionally a time to view the future. For the Museum, 1996 is clearly going to be a landmark year. It is this year that will either confirm the Museum's outreach to new areas and its place as both a leading rail museum and a major museum in San Diego -- or it will see a day of reckoning for the Museum's fortunes resulting in significant cutbacks in our operations and collections.

Which will it be? The answer depends on all of us. My New Year's wish is that 1996 will be the debut of regular steam operations, of the Santa Fe site as a reality, and of some great excursions.

Most importantly, I would wish it to be a year in which our corporate spirit is renewed. It takes a lot of commitment to keep going year after year, and we are truly fortunate to have so many people who can be counted on -- for crew, for help, for donations, for everything that needs to be done -- on good days and bad. I sense the beginnings of a renewed enthusiasm from many and my wish would be that it becomes highly contagious.

My two major themes for 1996 will be marketing and fund development. This is because we can no longer count on the availability of public grants nor of financial reserves left in the Museum. Both marketing and fund development are projects that need everyone's help. There is a special need for volunteers in both these areas, with such projects as membership development, corporate giving, major gifts, film industry liaison, private car rentals, school curriculum units on site at Campo, and foundation grants, to name a few. The Museum will suffer a severe financial crisis later in 1996 unless we get busy with this right now.

Of equal importance with the new emphasis on marketing and fund development is a New Year's reflection on our past and present strength. In particular, I would note with thanks the continued quality of service given on the Campo-Miller Creek trains. With these trains, we provide a chance for people to be a part of living history at an affordable cost and to pass on a way of life to a new generation. It's done in a way that makes it fun! In 1996, I hope everyone hears of and rides into our history on the way to Miller Creek. I hope we have more volunteers to staff the operation to augment a very dedicated group of people. We need to maintain our equipment for these runs as well -- for the great majority of the public, this run is their introduction to the Museum and to rail history: we want it to be good.

What a great opportunity to have a happy New Year all year!

George Boggs has written an article on the progress of the display building. I only want to add my thanks to the many donors to that building, as noted in the article.

Win Mott

A Message From The President

As is traditional, the first of the year is a good time to look back on past accomplishments as well as a look forward to future challenges. For the San Diego Railroad Museum, 1995 was a rather exciting year, loaded with changes and accomplishments. The display building was erected. The steam team is nearing completion of the renovation of 2353. We have a new Executive Director and are currently in the process of reorganizing and focusing the Museum's efforts on increasing its financial resources.

The construction of the display building simultaneously with the renovation of 2353, has placed a serious strain on the Museum's finances. To the best of our knowledge, the Museum has accumulated more debt in this past year than it ever has in its history. One could argue that it is not a problem of having too many expenses, just not enough income. Regardless of the perception, the fact remains that our cash for the past several years has been continually dwindling rather than increasing. Cash is now at a historical low that has to be one of our main concerns for the forthcoming year.

Have we bitten off more than we can chew? The answer to this question may be found in history. There is a story about the Vikings who were known for their bravery and aggressiveness, took their fleet to a far land to capture their holdings that were taken from them years earlier. When they disembarked upon the beach, the leader ordered the ships burned. He then assembled all the troops and announced that, "As you can see, there is no way for us to return home. Thus, we have two choices -- die on the beach, or move inland, conquer the enemy, and obtain their boats, spoils, and booty." Needless to say, this was a rather strong incentive program, but it worked. The troops fought with a passion and were successful. I think the Museum is in somewhat the same position today. We have stormed the beaches and are now in a position where we have to go forward as aggressively as possible to make sure that all the accomplishments we have worked on thus far come to fruition.

The completion of the display building is necessary so that it can actually be used as a display building. This facility will be of immense benefit as an attraction to the Museum. The operation of 2353 will be a crown jewel in our operations. It will create excitement and breed more success. We have to capitalize on this and look for opportunity to increase Museum participation, membership and support.

One thing we cannot overlook is the loyal support of our members, volunteers, staff and Board of Trustees. Without them, there would be no Museum, just a pile of artifacts.

Our challenge of the forthcoming year is to take all these resources and blend them into a powerful force with a burning passion to develop the Museum as envisioned. An organization with a passion can be a successful organization. We have that passion, and it is now a matter of focusing it, thus maximizing our ability to accomplish what we need for the long term.

Best wishes for the coming year. Your continued support is appreciated.

Glenn Reiter

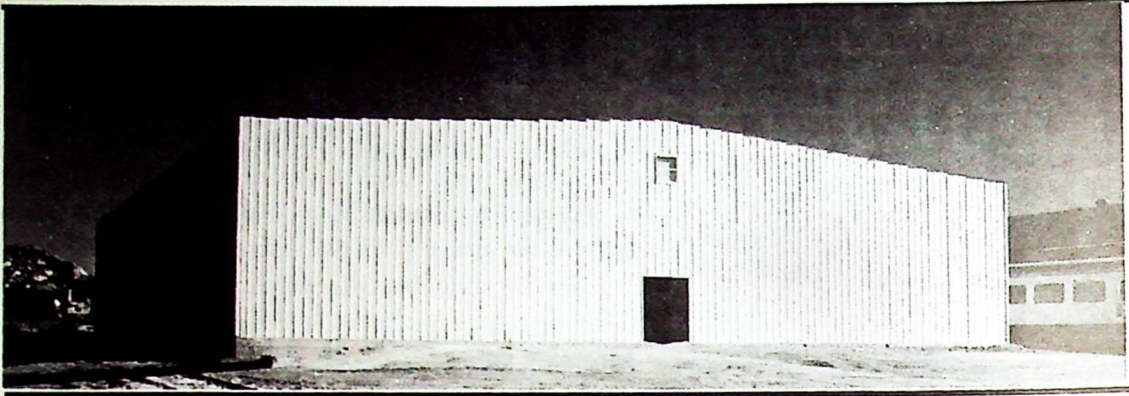
Display Building Becoming A Reality

In the way of a little history, back in 1990, then State Senator, Larry Sterling (with a little nudge from Republican Club President Nancy Boggs) initiated a \$100,000 state grant to the SDRM. After receipt of the funds, the project essentially drifted rudderless for some thirty six months with some of the grant money being spent on "Studies". While grants such as this one usually have a one year life (for the project to be completed), the state granted several one year extensions during which time little progress occurred. Finally about two and one half years ago under the potential threat of having to return the money to the state (some of which had already been spent), George Boggs volunteered to "take the bull by the horns" and bring this dream to fruition.

Spring of 1994 saw a four phase project flow chart in place, bids opened for a building supplier and preliminary plot plans prepared. To complicate matters, an open electrical permit for the Car Barn was discovered in addition to a Major Use Permit (MUP) which had been open for over ten years with major unresolved issues. 1994 was consumed with the arduous tasks of dealing with this "can of worms". The electrical permit was completed and closed out. After intense negotiations with the County of San Diego and with the support of supervisor Dianne Jacob's office, the MUP requirement to pave a substantial portion of Sheridan Road was waived in favor of our purchase of Parker Road to serve as the Museum's official entrance. Considerable additional negotiation with the County followed to consummate a fee purchase at a reasonable cost. Still another issue of the MUP was the absence of a landscape plan for much of our Campo facility. Again, after long hours were spent over several months, we were able to convince the County to allow phasing these plans with only Phase I affecting the construction of the Display Building. A landscape plan was completed after many more months of frustration and a permit secured in mid 1995.

But not to forget the Display Building. The spring of 1994 saw an approved building supplier. Soil tests, certified engineering and erection drawings for the building, certified/engineered drawings for the footings and appointment of a County approved private inspection and testing service were all completed by October 1994 enabling us to apply for a permit and go to County plan check. An agreement also had to be in place with the County allowing construction to be concurrent with the other open permits. A building permit was issued. Immediately, bids were solicited for the concrete work and grading commenced.

There was great elation at finally turning some dirt. There was, however, a downside. County requirements and fees for a "DISPLAY BUILDING" would put the overall cost of the project way beyond our current available funds. To make the project still work, the building has initially been classified as a "Storage/Warehouse" building. While this resulted in our ability



The Museum's new building at Campo stands straight and tall on Nov. 11, 1995 after years of planning by George Boggs and others, and several major donations. When its interior is finished and all approvals obtained, it will be used for storage and will ultimately become a Display Building.

Photo by B. Schneider

to move forward, it obviates public occupancy/use as expected in a "Display Building". More about this later in future phases.

Footing construction proceeded through the first quarter of 1995; a month for "break tests" and then more grading and preparations for erection of the steel. Various disputes, largely time related, a price increase in steel during the protracted time frame, etc. all required resolution. Steel arrived on site in early October and erection started immediately. The erection contract will be completed in January and VOILA - we have a building! Well almost -- prior to final inspection we must finish some concrete flat work and install a fire suppression system inside the building. The latter will require an extension of the County six inch water main, moving an existing meter, installing a new meter, installing a fire hydrant outside (have a promised donation for the hydrant), and install water service lines to the building. Completion of these items should allow us final inspection of the "Storage Building". Time is of the essence, however, since we do not want our permit to expire due to inactivity.

As previously stated, this project has been laid out in four phases. Phase I is of critical concern at this time. The elements of Phase I are as follows: (Phases II, III and IV will be the subject of a future article) Basic Phase I includes all the elements discussed above. Remaining to be funded and completed are some concrete flat work at the building pedestrian entrances, the fire suppression system and the water service. Additionally Phase I includes four sub-elements: Phase I-A, install/ballast Tracks #7 and #8; Phase I-B, install/ballast Tracks #9 through #13 in the building; Phase I-C, Construct a dual water service system for contingency to possibly include reactivation of a well on SD&IV property and a 15 - 20K Gallon Railroad water tower for water storage (would also serve our steam locomotives); Phase I-D, install additional sidewalks for outside access for our visitors, minimal landscaping on the south end of the building and a slab for our Quonset building (included here for cost economies and resolution of other permit problems not associated with the building)

The greatest need and concern at this point is the funding of the remainder of Phase I, It is roughly estimated that the fire

suppression system and the water service system will cost \$12,000 each. Approximately \$3000.00 which has been borrowed from the Museum's line of credit must be repaid as quickly as possible. The remaining concrete work (at the building pedestrian doors) will cost approximately \$1500.00. It is critical that we complete the above in the first half of 1996 to enable us to send a final report to the State of California (that

extension expires in June) and to finalize our building permits.

These finishing costs can be met IF every member would make a tax deductible donation of \$40.00 (or more). Short of this, we have a LARGE investment which is unusable -- unusable even as a storage warehouse until we get a final inspection. We need your help NOW!!!

Costs associated with the sub-phases described above are not as critical but nonetheless important to provide a finished product. Ballast, lots of ballast, will be the major expense - we have the track. These sub-phase costs and implementation will be the subject of a future discussion in the **REPORT**.

Very importantly, the expression of appreciation and gratitude for our benefactors to date, without whom our considerable progress would not be possible.

Donors of \$1000.00 or more:

Senator Jim Mills, Paul Bortell, David & Margaret Cranfas, George & Nancy Boggs, Glenn Reiter, James Hamill

Donors of \$500.00 - \$999.00

Duane Dubke, William Niedrich, Roy Krum, Lyle Judd

Many thanks to all those contributing smaller amounts. This is equally important towards reaching our goal.

A very special thanks to Judge Larry Sterling who was responsible for the state grant that made this possible in the first place. An enormous vote of thanks to members Don Getz and Rich Warner who have faithfully served as on site supervisors and assisted the project manager in numerous ways.

Thanks to Al Keevil and Ralph Barber for their pro bono engineering/design work. Last but not least thanks to all the Campo volunteers for all the seemingly mundane tasks and their cooperation in working around this major project.

George Boggs, Project Manager

Restoration Department

By Ted Kornweibel



Jim Campbell installing new window sills on Santa Fe RPO 74 December, 1995.

Photo by F. Stites

If you haven't been out to the Museum in a few months, you've missed some spectacular progress in restoration. In addition to SP 2353, major changes can be seen in two head-end cars and a unique piece of support equipment.

Santa Fe RPO 74 is at the half-way point in its two-year restoration timetable, thanks to the work of both new and long-time volunteers. Repair of rust damage has been a high priority. Dick McIntyre, who can construct any part we need, made new window sills and side frames which are now all installed, thanks to many hands, but particularly to Jim Campbell, a new volunteer who has been an especially faithful Saturday worker. As seen in the accompanying photo, he carefully drilled hundreds of holes through new and old steel to accomplish the window repairs. Thanks, Jim, for setting such a high standard of workmanship and cheerful dedication. Also working on windows were new volunteers George and Kathy Hottel, whose enthusiastic labor is much appreciated; and longtime volunteers Frank Stites, Ken Faller, Bob Haney, Jim Hamill, John Harrison, and Ted Kornweibel. New side doors are being constructed, and this work has been spearheaded by three more new and valuable volunteers, David and Laurie Jones, and Kevin Dudenbostel, with other work by Dick Ruppert, Frank Stites, and Ted Kornweibel. This is a precision and time-consuming task; it takes 228 screws to assemble each new door, meaning that 228 holes must be drilled, reamed, and countersunk!

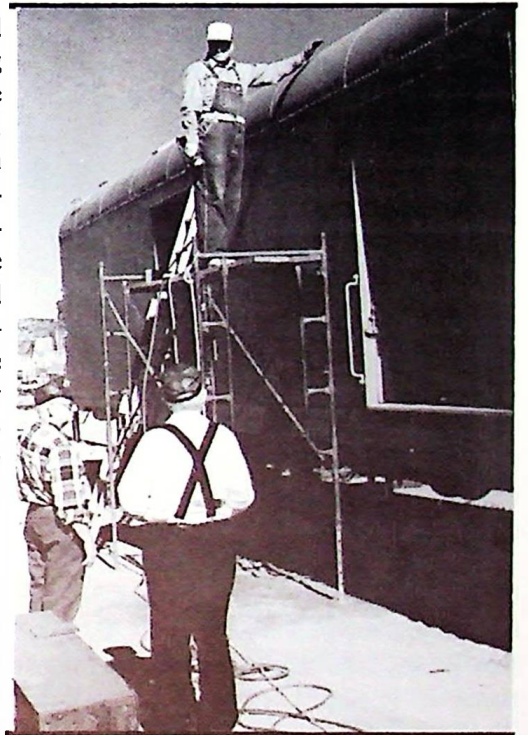
The 46 new clerestory windows are nearly ready for glazing. This, too, has been a laborious task, with prime and finish paint

being applied. As always, the Restoration Department will not tolerate inferior workmanship. The windows are in fine shape due to the painting skills of Jim Hamill, David and Laurie Jones, Kathy Hottel, Ken Faller and son Jason, plus Ted Kornweibel and son Daniel. The window openings on the car require a great deal of laborious preparation before the new windows can be installed, and this task was attacked by Jim Campbell and Ted Kornweibel and sons James and Daniel. By the next issue, we hope to be able to report that the new windows are installed.

The bottom line has always been the same: the Museum moves forward when new volunteers help fill needed gaps. Come out and join our "new" veterans, Jim Campbell, Kevin Dudenbostel, David and Laurie Jones, and George and Kathy Hottel. There's lots of fun work, with fun co-workers, left to be done. Call Ted at 461-0098 to get in on the action. The above-named individuals worked a total of more than 300 hours during September-December 1995!

Finally, one of the unsung heroes at the Museum is Allan Dillane. Not only is he responsible for assembling and displaying many of our speeders (see the photo in the last issue), but he has taken charge of transforming our newly acquired SP baggage car into a food concession and restroom car. Working many week days as well as on Saturdays, he patched numerous roof leaks, installed a new floor, and honcho-ed exterior sandblasting and painting. The car looks beautiful in glossy Pullman green. It was purchased for the museum by longtime generous donor and trustee Bill Niedrich. By the time you read this, the car may be in the consist on the Miller Creek and Tecate runs.

Thank you guys for a great job. Give them both a pat on the back when you see them out at Campo. They're no different from any of the rest of us; they're not doing what they do for personal glory. But a sincere "thank you" makes hard work and generosity all the more rewarding!



Retired Educator and now Museum volunteer Allan Dillane (on scaffold) pauses in his refurbishment of the former SP baggage car 6700 to talk with members Maury Fennell (right) and former Trustee/Gift Shop manager George Boggs at Campo on Nov. 11, 1995.

Photo by D. Pennick

Historic SD&A Wood Coaches Get Weather Protection



Cliff Pennick installs protective tarp on 1889 San Diego & Arizona Railway open-platform wood coach No. 240 at Campo on Nov. 18, 1995. #240 and #239 were given to the Museum by the Metropolitan Transit Development Board, owners of the SD&AE, several years ago. Member Buzz Block, of Casa de Oro Hardware, donated the tarps and rope. The cars' doors, windows and other items are safely stored at Campo

Photo by D. Pennick

With a donation of four 20 x 30 tarps and 500 feet of sturdy rope by member Buzz Block of Casa de Oro Hardware in Spring Valley, work began on November 11 to protect our two antique San Diego & Arizona Railway coaches' 239 and 240 from additional exposure to the weather.

On the following Saturday, Cliff and Dick Pennick completed the job, which appeared to somewhat resemble the soaring canvas architectural element on San Diego's waterfront Convention Center.

George Boggs and Tom Braginton cautioned that the wind at Campo had the potential to bring most tarps to their knees. And their predictions partly materialized during the following week, as the wind ripped off reinforced corners, destroyed metal eyelets, and tossed some of the tarps aside like a rag doll.

On Saturday, December 2, Cliff and Dick spent several hours re-rigging ropes and re-stretching tarps to again provide some rain protection for the cars until they can be eventually moved inside the Museum's new storage building for serious restoration.

1875 car No. 239 is 120 years old this year and is one of only a half-dozen or so existing American-built railcars/carbodies in the western states built before 1880. It spent 41 years in the

service of the Southern Pacific Railroad in California before being sold to the new SD & A Railway in 1916.

1889 car No. 240, the car presently closest to the Campo House Track and the last car to be occupied by SD & AE section laborer John Garcia and his wife, Sarah, celebrated 106 years of survival this year. This car, called a 2-compartment coach in the records of the California State Railroad Museum at Sacramento, still sports the original partition that separated the two compartments (probably "smoking" and "non-smoking"). The two cars were given to the Museum by the Metropolitan Transit Development Board owners of the SD & AE Railway.

A recent request for information in the Railway & Locomotive Historical Society's newsletter generated a response from an R & LHS member in Troy, N.Y., home of car 239's builder Gilbert, Bush & Co. That respondent provided information on sources of data for Gilbert as well as possible specific data on the Museum's car.

Monetary and other contributions toward the restoration of these cars are always welcome. Checks should be made payable to the Museum but clearly marked "Jacumba Car Fund" for proper accounting. For additional information on this project, call Dick Pennick, Project Manager (619) 463-2276 or write Dick in care of the Museum.

Dick Pennick

Training Department Classes For Spring 1996

Get started as a member of our train crew by taking the Trainman Class; or if you are already a Trainman, try the Brakeman Class.

TRAINMAN CLASS

Wed., Feb. 21, Cuyamaca College, 6:30-9:00 PM

Wed., Feb. 28, Cuyamaca College, 6:30-9:00 PM

Sat., March 1, Campo (will ride one train), 10:00 AM-4:00 PM

Registration will be through the College. Contact the Training Officer for details.

BRAKEMAN CLASS

Wed., March 6, Museum Office, 7:00-9:00 PM

Wed., March 13, Museum Office, 7:00-9:00 PM

Sat., March 16, Campo, 9:00 AM-5:00 PM

Sat., March 23, Campo, 9:00 AM-5:00 PM

This class will be limited in size to 8 people; prior service as a Trainman is a prerequisite. Contact the Training Officer for details and to register.

If you have any questions, call the Training Officer, Jim Baker, at (619) 467-6476 (W) or 670-7441 (H).

SDRM Sponsors Dream Rail Journey

A special rail aficionado's dream is being prepared for this coming June, under the auspices of the San Diego Railroad Museum. This awesome European rail journey contains a 12 day tour of English, German, and Swiss railways and museums (some private). Through unique contacts in Europe, the SDRM group will encounter some of the most distinguished historic private (some by invitation only!) trains and rail museums in Europe. These museums include full size and model exhibits. The casual visitor could not see most of the presentations nor ride the majority of trains included in this vacation without special and sometimes expensive contacts in Europe and the U.S.

One of the sites planned in the trip is the National Railway Museum in York, which houses over 50 locomotives. An elegant luncheon will be presented for the group on the platform. On display in this museum is Stephenson's *Rocket*, built in 1829, and *Mallard*, the former holder of the world speed record (126 mph) for a steam locomotive, and the Royal Carriages, including one used by Queen Victoria from 1869 to 1901. In the interactive gallery, one can try a hand at wheel tapping, bridge building and shunting, as well as other activities.

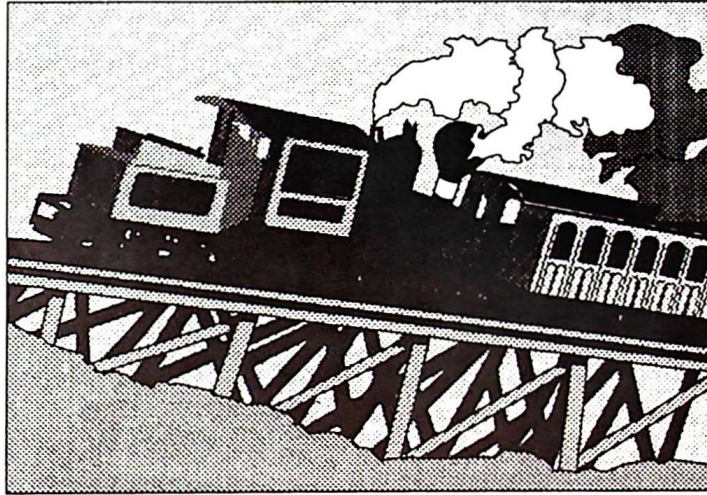
Dinner is planned on board the *Pickering Pullman* which journeys through the North York Moors National Park. Also in the itinerary is a ride aboard the *Keighley & Worth* steam train. Opened in 1867, this line was built by a company formed mainly of local mill owners. It operated until 1961 when it was closed. The entire railway locomotives, rolling stock, track, stations and equipment have been restored.

The Vintage Railway Carriage Museum at Ingrow near Keighley is included. Here on display is a fully restored prize-winning coach of the Manchester, Sheffield & Lincolnshire Railway built in 1876. In Switzerland, a ride awaits aboard the *Glacier Express*, beginning at Zermatt and ending in Chur. From Switzerland, the group will visit the L. G. B. factory. Another curator-escorted private tour is scheduled at the Model Railway Museum in Frankfurt, as well as the *Auto und Technik Museum* in Sinsheim. The latter museum has one of the largest train collections in Europe. It also houses an incredible assortment of engines, motorbikes, airplanes, submarines, tractors, etc.

The tour winds up with a ride aboard one of Germany's celebrated steam trains the *Nassauischer Touristik Bahn* - for a ride through the Taunus Forest. In nearby Darmstadt, another

museum tour awaits at the *Darmstadt-Kranichstein Railway Museum*. This exhibit features over 50 historic vehicles including locomotives of the former Imperial German Railways and assorted private and factory railroads. The oldest locomotive on display here was built in 1887 and is in perfect working order. The oldest rail carriage dates from 1900.

If this looks like too much concentration on the rails and museums, take heart. Side trips to other places to see are also included. Among these are a tour of *Castle Howard* in Yorkshire. This historic English country house was designed by Vanbrugh and built in the 1800's from the stones of a medieval castle. The PBS movies "Brideshead Revisited" and "The Buccaneers" were filmed here. Also the ancient city of York including the *Minster* (Cathedral) are on the tour list. Another place of interest is the *Jorvik Viking Centre*, with its archeological remains and a reconstruction of the original Viking town. Switzerland's Geneva, Zermatt, and Chur will be available for a short look-see. In Germany, the cities of Munich, Nuremberg, and Frankfurt are open to touring. Other options are Rhine River cruising, plentiful Biergartens and a visit to the university town of Heidelberg.



According to the rail buffs who know these places, it is likely to be the rail journey of a lifetime. At \$3,989.00 per person it would appear to be a bit pricey. However this is because of the unusual nature of the areas to be visited, as well as the all-inclusive features of the tour. Due to the way it has been prepared, with all air and ground transportation, professional tour guides (who are also nuts about trains), deluxe lodgings, most meals, especially the admission

to the private museums and rail lines included, it is sure to be a value-laden holiday. The price includes all air and ground transportation, incredible sightseeing, one lunch, all breakfasts, and five dinners for the entire journey. Trip cancellation insurance is also contained in the price.

Last but not least, it provides the railfan with a tour of a lifetime, while the proceeds from this trip will go toward the restoration of the SDRM's 1910 Pullman-built business car #050 "*Carriso Gorge*", the presidential car of John D. Spreckels (eldest son of sugar magnate Klaus Spreckels), who used his vast fortune to invest in San Diego's development from the 1880's through the 1920's and was the founder and first president of the San Diego and Arizona Railway.

Reservations for this dream rail trip can be made by contacting the San Diego Railroad Museum office at (619) 595-3030

Bill Valverde

COLOSSUS RISES AT CAMPO



Spring 1984: PSRMA volunteers begin dismantling Santa Fe gantry crane. Member Vern Cook operates ex-Navy P&H crane. The four traction-motor wheel sets have already been removed from the bases and the crane carriage assembly is about to be lowered.

Photo by L. Rose

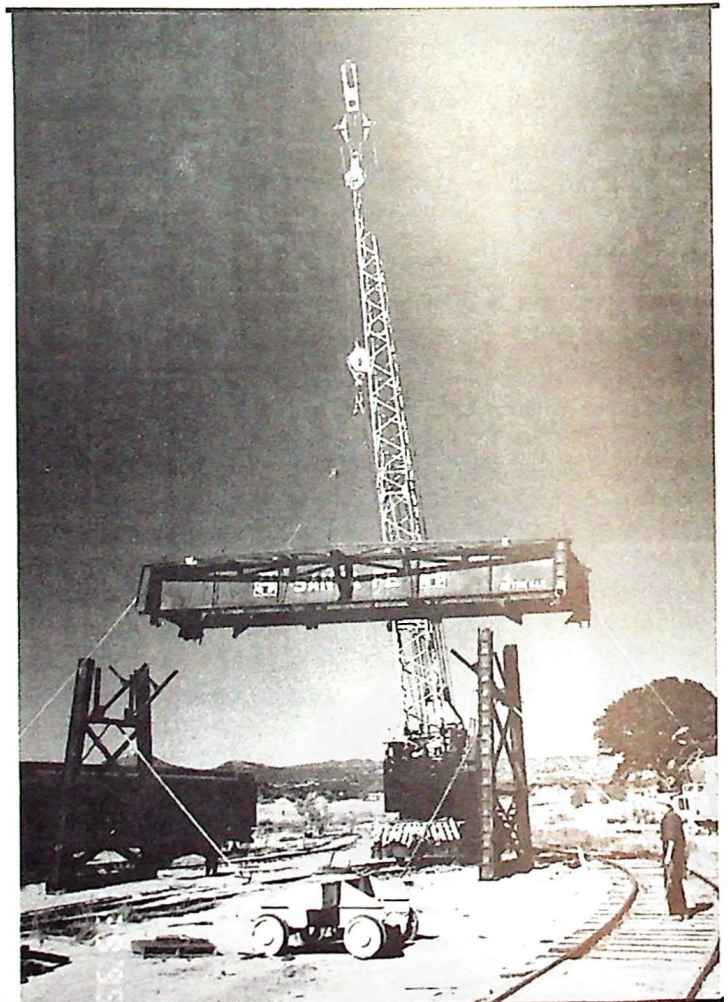
On Thursday, November 30th, the Museum's ex-Santa Fe Railway 25-ton capacity rolling gantry crane rose miraculously from the graveyard of "future" projects at Campo to begin its long delayed reconstruction.

Appropriately, our rubber-tired P & H mobile crane was used to rescue the 19' wide, 28' high riveted steel legs from the weeds between Tracks 4 and 5 near the car barn, their home for the past 11 years. The P & H crane had been purchased from Government surplus in 1984 for less than \$2000 specifically to assist in the dismantling of the gantry crane that year at California and Market streets in San Diego. Museum member John Ashman had spotted the 1967 P & H on a Defense Dept. auction list. Its estimated original cost was probably \$100,000 or more.

Of uncertain vintage, the 25' high, 40' wide gantry crane was donated to the Museum in the Spring of 1984 by Santa Fe Industries, along with three complete track switches, a half-mile of track, and all related hardware. One of the three track switches donated was a very rare 3-way knife switch that had been used for many years at the foot of F Street in San Diego, adjacent to the former Ferrer's Surplus building (a historical relic in its own right: many years before, it was a warehouse for the Spreckels Brothers Commercial Co. It was John Spreckels who spearheaded the construction of the SD & A Railway, over whose rails the Museum now operates its weekend trains). As far as we know, this switch was the last remaining true 3-way knife switch

on a mainline railroad in Southern California, possibly the entire state. This relic now anchors the Museum's yard throat trackage just east of the Campo Car Shop.

The gift of the huge gantry crane was the easy part. More problematic was the dismantling and transportation of the relic to Campo. But, as usual, the Museum motto: "the difficult we do immediately. The impossible takes a little longer", served us well. Metal magician Dick McIntyre, veteran of many Museum challenges, determined the project was "a piece of cake" and proceeded to set in motion the dismantling effort with a personal contribution of \$500. This was followed by a \$1000 pledge from Museum Trustee John Baldwin and the project was on its way. This traveling crane moved back and forth on two rails set to a gauge of 37' 9", astride a former Santa Fe Team Track that ended at Market Street, across from the San Diego Police Station. It was used for many years to unload rail freight onto highway trailers. Electric power for the four 2-wheel traction motors at the bases of the legs was provided through a gang of four trolley poles riding on four overhead electric wires possibly the world's shortest trolley line!



The Museum's ex-Navy locomotive crane #84-004122 operated by Ed Massey lowers our ex-Santa Fe gantry crane onto its legs during its erection in December, 1995 as Dick McIntyre watches.

Photo by A. Dillane



Dick McIntyre climbs up to secure our rolling gantry crane to its legs as Richard Dick, Paul Westover and Bob Haney watch.

Photo by A. Dillane

1984 were Mr. & Mrs. Steve Kecskes, Kathleen Brown, C. Greg Barton, and Mary C. Sanders.

Through Jim Lundquist's efforts, the local Teamster's Union driver training program provided the trucks, personnel and transportation at no cost to haul the huge crane sections to Campo.

The current reconstruction effort owes part of its success to the persistent but good-natured badgering and humiliation served up by our hard-working Steam Team superintendent, Richard Dick, who shamed us all into "getting off dead center" on this long-overdue project.

Although Dick McIntyre had begun reconstruction way back in 1985, nothing more was done as higher-priority projects competed for attention, until recently. The Museum's old W.W.II American locomotive crane was used to set the gantry bridge onto the legs, straddling Track 4 about 150' east of the Car Shop. Next piece to be installed is the wooden operator's shack, which must first be cleaned out and restored. The shack must be installed before the remaining braces are assembled. This crane will be not only a fitting reminder of the Santa Fe Railway's role in the history of San Diego County, dating back to 1880, but also a key restoration and maintenance tool for our volunteer knuckle-busters at Campo.

Assisting McIntyre in this important reconstruction effort have been members Dick Nelson, Bob Haney, Tom Walker, Dick Cupp, Fred Carnathan, Cliff Pennick, Ed Massey (who operated the two cranes during reassembly), and Richard Dick. Frank Stites and Dick Pennick recorded the activity on film and in print.

A special thank you to Larry Rose, whose in-depth reporting of the original 1984 work made this story possible.

Dick Pennick

The movement of this huge structure was made possible by cutting it up into manageable pieces, indexing all the parts, and loading the sections onto a highway trailer. When it arrived at Campo in the Fall of 1984, the plan was to re-erect it over Tracks 2 and 3 just outside the carbarn. Those tracks had been only recently completed to a connection with our "Museum lead" along the SD & AE Railway mainline. Unfortunately, other priorities worked to push the gantry reconstruction to the end of the line until this year.

Museum volunteers involved in the original dismantling, movement and funding were: Dick McIntyre, John Ashman, John Baldwin, Jim Hamill, Vern Cook (operator of the P & H crane), and Mike Reading.

Also actively involved were: Jim Lundquist, Barney Barnier, Scott Thompson, Dale Prescott, Larry Rose and Harry Doering. Harry's father-in-law operated the P & H while member Vern Cook was on vacation. Others helping with funds or fingers in



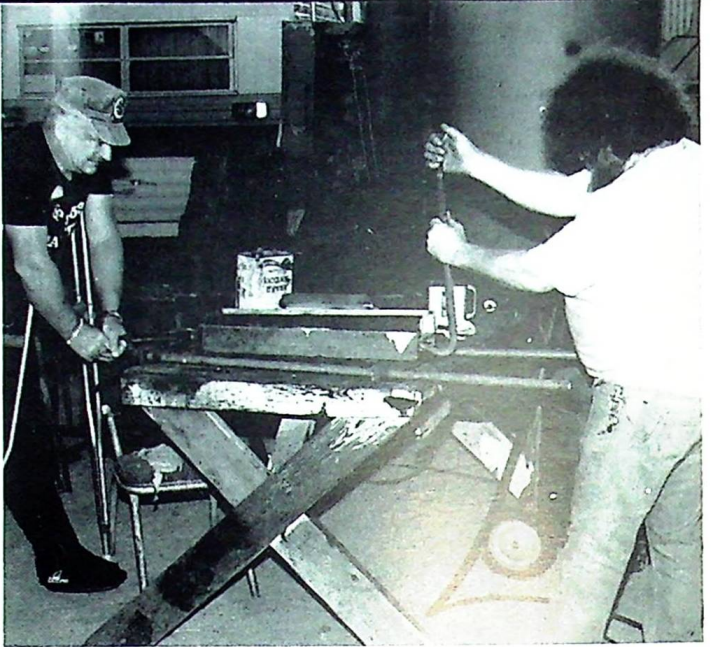
Dick McIntyre thirty feet in the air welding the crane back together piece by piece, just as he cut it apart in San Diego 11 years ago. An amazing craftsman and an amazing job!

Photo by F. Stites



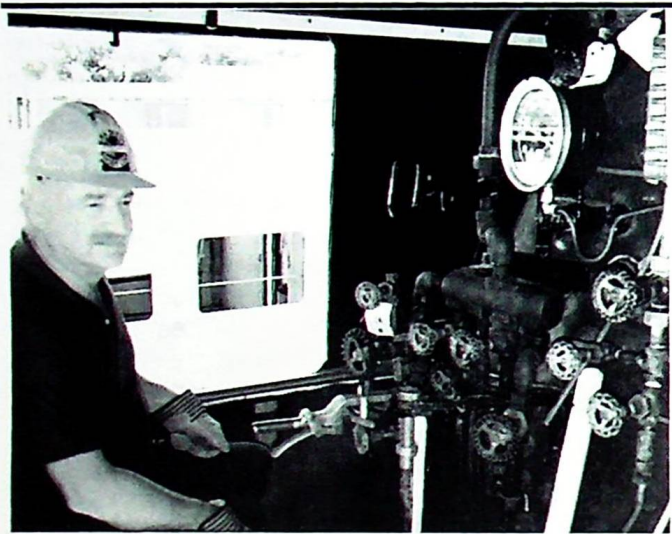
Some of the 2353 crew making a trail fit of locomotives left side mainrods on November 11, 1995. Shown above (l to r) are Jack Olexey, Slim Ostrander, Karla Von Huben, Richard Dick, Larry Williams, Bill Palmer and Fred Carnathan.

Photo by B. Schneider



Rich Childs (l) & Chris Ward (r) remove aluminum mold from one of 2353's four main crosshead shoes on Dec. 2, 1995 after casting new babbit in the shoe. This wearing surface will then be precision machined before installation on the locomotive.

Photo by D. Pennick



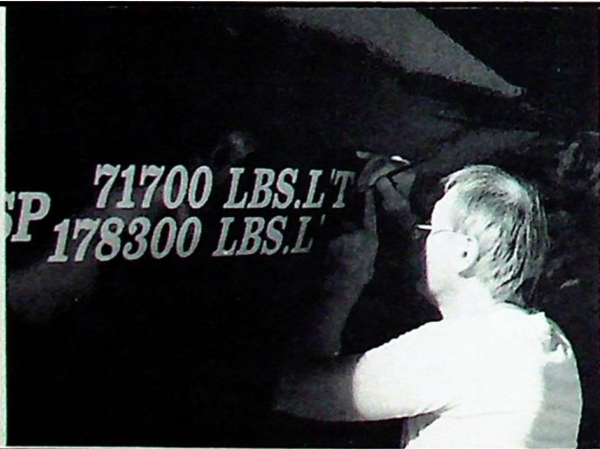
Rich Childs sits at the firing controls during the recent steam-up for pressure tests. Note the steam pressure gauge is about 100 P.S.I. The electrical boxes and wires are currently being completed.

Photo by B. Schneider



Bob Nickles, Steam Team member and Museum locomotive engineer, burnishes 2353's valve motion eccentric crank prior to installation of the driver pin on Nov. 11, 1995.

Photo by D. Pennick



Larry Owen is reflected in the gloss black paint as he applies new lettering to the tender of 2353 on Nov. 18, 1995.

Photo by D. Pennick

La Mesa Depot At Christmas

The crew from our library once again decorated the La Mesa Depot for the holidays. If you missed it this year, be sure and stop by next Christmas. Everyone visiting had a great time and enjoyed a flood of memories that the smell of hot cider, a real coal fired stove and Christmas lights can bring forth.

There were lights outlining the roof and windows of the Depot and the caboose. A Christmas tree in the caboose gave a down home feeling enjoyed by all as they climbed into the cupola for a ride down imaginary tracks. All who entered the Depot were offered candy canes, hot apple cider, hot chocolate, and hot coffee. The La Mesa Depot offered a warm place to rest after walking the streets enjoying carolers, carriage rides, craft booths, llama rides for the kiddies, miniature train rides and Santa.

One little boy came in and went straight to the pot belly stove and said, excitedly "I got to put coal in here last year!". He was even more excited when he was told to grab a chunk of coal from the bucket and place it in the stove. Grinning from ear to ear, he gingerly placed the piece of coal in the stove and closed the door. He then ran outside to get his mother and brought her inside to show what he had done.

For those bad little girls and boys, chunks of coal for their stockings were for sale. Many people not knowing or having ever seen coal were fascinated by it.

Thank you to Bruce Semelsberger, Roy Pickering, Mike Richards and Allan Dillane for helping to bring the Depot alive and bring joy to many hundreds of people.

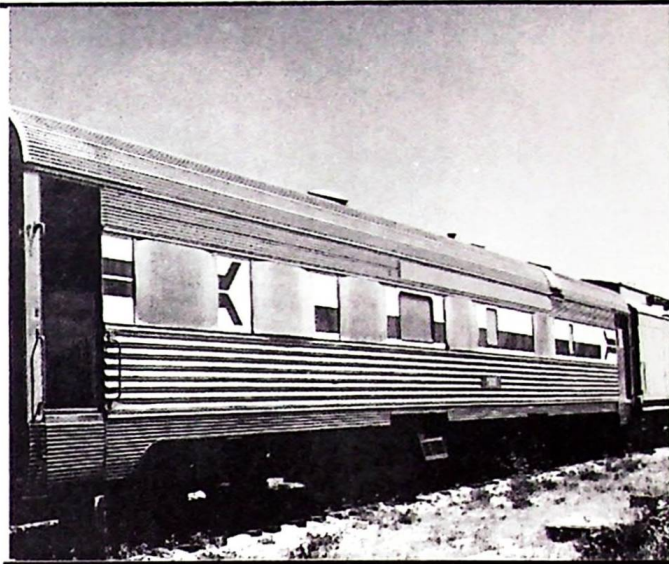
Roy Pickering



The Old and the New! A San Diego Trolley LRV speeds smoothly past the century old La Mesa Depot Museum and its three pieces of old railroad rolling stock before gliding effortlessly to a stop at La Mesa Boulevard. A study in contrasts!

Photo by B. Schneider

Baggage/Dorm Car Donated To Museum



Ex-Amtrak baggage/dorm #1500, formerly AT&SF #1380 "San Miguel "

Photo by B. Schneider

Museum Trustee Dr. Dan Marnell donated former Amtrak baggage/dormitory car # 1500 to the SDRM in December. The 1937 fluted-side lightweight, stored at Campo since 1987, will temporarily house close security personnel for SP # 2353 to prevent vandalism and theft of valuable but removable parts now back on the locomotive, and provide space for hostlers and service. SP # 2353 will eventually be housed in a locked building, but until then its security is being addressed by several special measures.

Amtrak # 1500 also lends itself to interpretation of two museum story lines: The Santa Fe Railway and General Railroad-ing, especially when compared to our ex-Santa Fe heavyweight # 1304 *Chief Manakaja*, which it replaced on the *Chief* in 1938. Amtrak # 1500 was originally Santa Fe club/baggage # 1380 *San Miguel*, and served on the *Chief*, *Super Chief*, other Santa Fe streamliners, and Amtrak's *Coast Starlight*. REPORT # 242 carried a story on the car.

Amtrak # 1500 is the fourth car donated to the museum by Dr. Dan Marnell (KCC # 100, SLSW # 35, and SP # 1058 were the others). His beautifully restored SP # 1061 is on Campo's "Caboose Row", and his PFE # 11207 at La Mesa Depot is leased to the SDRM. Dan has long been a museum leader, is a former Board President and is very active on the Santa Fe Depot Facility Committee. He's an avid rail buff, and has traveled around the world to ride trains.

The acquisition was proposed by the Steam and Interpretation Departments, recommended by the Staff, and approved by the Board of Trustees December 19th. Amtrak # 1500 was acquired as a Category 3 item to serve in a short-term security role, and will then be evaluated as a possible category 1 or 2 item, or used as a sale or trade asset. A special vote of thanks to Dr. Marnell for another dandy donation! His leadership and many donations and efforts on the museum's behalf are greatly appreciated!

Bill Schneider

Birthday Gift ... Role Reversal

To celebrate his 80th birthday January 8, 1996, Trustee Bill Niedrich reversed roles and was giving instead of receiving! This time it was a generator for our new refreshment and restroom car, ex-SP #6700, to provide power for lights and future refrigerator, microwave and PA system.

The generator was purchased from All County Engine Systems, Inc. in San Diego for \$2,600 plus \$182 tax, which includes a generous discount by company owner David Hammond. It has a recently rebuilt diesel engine and a new generator from Lima, Ohio. New gaskets, fuel pump and muffler are being installed.

The generator was checked out by Mike Reneau, Allan Dillane, Dick McIntyre, Bob Haney and Dick Cupp. It is being mounted under the car in such a way as to make it easily removable for servicing. Bill, who donated funds for the car itself in 1995, gave another \$2,600 for sanding, painting and non-breakable windows. After some weather-caused delays, the car was painted on January 3, 1996.

Bill has also donated funds for the Steam Team and our new storage building. He recently donated another \$2,000 for a skip-loader the Museum acquired in 1990 but did not pay for due to a bookkeeping oversight until noticed in 1995.

Thanks, Colonel Bill, and HAPPY BIRTHDAY to a generous Octogenarian who puts his money where his heart is!

Bill Schneider

SDRM New Members

The Brown Family
Anthony Campuzzano
John Carolla
Kevin Dudenboster
Peg Garcia
Roger Gilbert
Terri Gregory
The Harker Family
The Higgins Family
Teddy Davis Inman
Douglas Jones
Konrad Kerr
Dennis Mangar
Robert Miles
The Milot Family
The Sutherland Family
Margo Tanquay
The Tarkington Family
Edward Taylor
Bill Walker
Paul Williams
Fred Willis

Annual Meeting/Awards Dinner

The San Diego Railroad Museum will hold the 1996 Annual Meeting & Awards Dinner at the German-American Societies clubhouse in El Cajon on Friday, March 22, 1996. As this is our first in three years, it will be a "triple special" occasion, with Railfan of the Year and other awards for 1993, 1994, and 1995 all being presented!

Museum President Glenn Reiter, Executive Director Win Mott, Campo Operations Director Denby Jones, department heads, and others will briefly recap recent events and major accomplishments. They will explain the museum's philosophy and plans for the short and long-term future, some of them breathtaking, involving not just our museum, but the entire community! Facts, not fiction!

It will NOT be an evening of long speeches! Those running over their allotted time will be drowned out by locomotive whistles. The emphasis will be on recognition of all museum volunteers, their accomplishments and indispensable efforts, and expressions of gratitude to them, whether working at Campo, La Mesa, San Diego, or in (or out of) their homes or offices. All members and friends should attend, both active and non-active, as even active workers may not know people working on all our other projects, or even what they are! As an added incentive, those honored with major awards (announced at the dinner) will be reimbursed for their dinner cost.

The evening will include a 6-7 pm no-host social hour, a buffet dinner at 7 with wienerschnitzel, vegetables, soup, salad, dessert, and program/awards from 8-10 pm. Cost of the dinner is \$18 per person (\$23 at the door), a real bargain in these inflationary times! It's not a fund-raiser, and the \$18 will only cover costs. A high turnout is essential to make it self-supporting.

The Mollison Avenue location is easy to get to, parking is free, the price is great, and the people are outstanding, so send in your reservations today! Find out what's going on, how big we're getting, and who's doing the work! Please bring your spouse, "significant other", friend, or anyone interested in the SDRM. Your support is needed and appreciated! Meet workers from all projects -- the SDRM's real "movers and shakers"!

Bill Schneider

Warbonnets Back

Santa Fe diesels #201 and #935 in the railroad's red and silver Warbonnet colors led the southbound morning freight through San Diego on December 6, 1995 with #5954 and #5186 in blue and yellow with MKM markings right behind. The flashy Warbonnets were a beautiful sight!

Second Annual African American Railroad Heritage Day

The second annual African American Railroad Heritage Day will be held at the Museum (Campo) on Saturday, February 17, from 10 AM to 4 PM. Special events will include a Buffalo Soldier reenactment, a Buffalo Soldier barbecue meal, a train ride on the "Camp Lockett Rocket," a special tour through the Museum's Jim Crow car, and a slide show/musical performance by Ted Kornweibel on the African American railroad heritage.

The barbecue costs \$5.50, by advance reservation only. Admission to all the day's events is \$8.00 for adults, and \$3.00 for students of any age with school I.D. Active and retired black railroaders and Buffalo Soldiers will be admitted free. For information and meal reservations, call the San Diego Railroad Museum at (619) 595-3030.

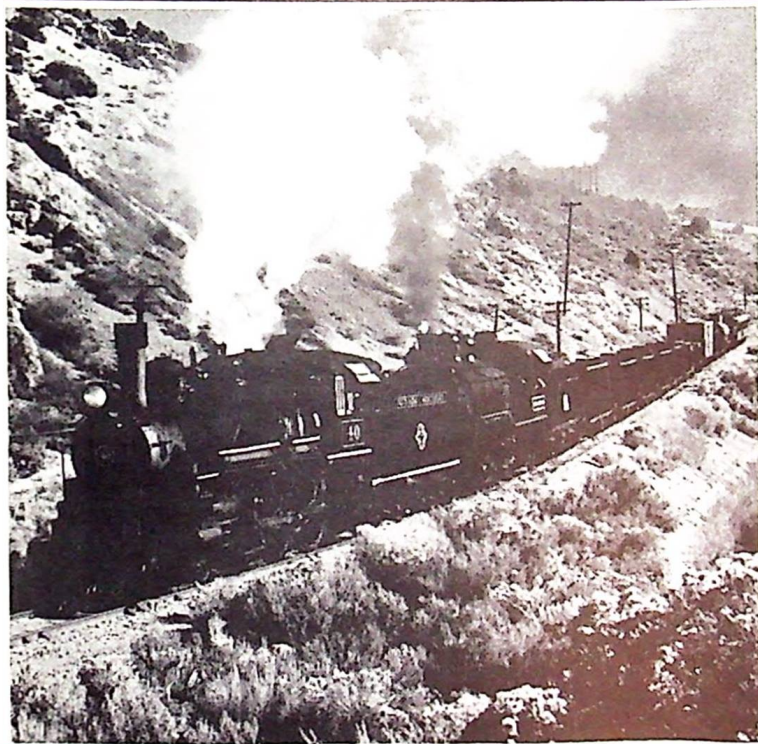
The event is co-sponsored by the SDRM, the departments of Africans Studies and History at San Diego State University, and the Mesa Academy and Mesa Humanities Institute (San Diego Mesa College).

Ted Kornweibel



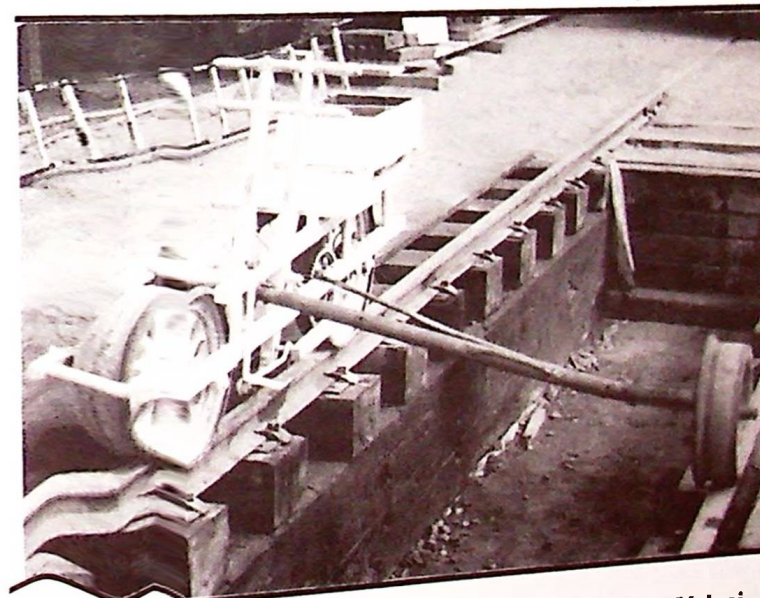
Jim Friedlan has been winning friends for the Museum as Car Steward on the Robert Peary for years. He is seen here on the October 28th Tecate trip. The car is available for charter on Tecate and Miller Creek trips. Tell your friends about it!

Photo by B. Schneider



Nevada Northern #40 and #93 double-head a mixed train for rail buffs on a "Photographer's Special" near Ely, Nevada on October 8, 1994. They made a lot of noise and the engineer blew some perfect smoke rings! Our Museum also has a Ten-Wheeler and a Consolidation. Could this be us in ten year? We are almost halfway there!

Photo by B. Schneider



Smallest piece of Museum rolling stock is this 1898 Velocipede. The hand-powered three-wheeler is seen here over the Inspection Pit in the Campo car barn.

Photo by B. Schneider

Volume 254

1996 Board Of Trustees Organization

At the December 19 Board of Trustees meeting, it was announced that "Chop" Kerr, Bill Schneider, and Maryanne Thompson won the membership election for the three-year Board terms beginning in January. Thanks were expressed to all six candidates who ran.

Appointed by the Board to three-year terms were Harry Carter, Kurt Karlsgodt, and Bill Valverde. Corrine Gallagher was appointed to complete the two years remaining on a resigned member's three-year term.

George Boggs, Jim Friedlan, and Frank Lynch left the Board in January. They were thanked for their service as Trustees and their individual contributions to the Board over the past several years.

Board of Trustees terms are for three years unless filling a vacancy. Terms are staggered, with 1/3 elected or appointed each year. Trustees cannot serve more than three consecutive terms, and Advisory Staff members may not be elected or appointed to the Board.

The 1996 Trustees (nine elected by the membership and nine appointed by the Board) are listed in alphabetical order, (A) denoting Appointed, (E) Elected, and numbers showing the consecutive term they are now serving

D.Dale Busch	(A)(2)	Ann McVeagh	(E)(2)
Harry Carter	(A)(1)	William Niedrich	(E)(1)
Rita E. Cloud	(A)(1)	Richard Pennick	(E)(2)
Duane Dubke	(E)(1)	Glenn M. Reiter	(A)(1)
Corrine Gallagher	(A)(3)	William Schneider	(E)(2)
Lyle Judd	(A)(1)	Bruce Semelsberger	(E)(2)
Kurt Karlsgodt	(A)(1)	Maryanne Thompson	(E)(1)
H. Chalmers Kerr	(E)(1)	William Valverde	(A)(1)
Daniel J. Marnell	(E)(1)	Jack White	(A)(2)

Bill Schneider

Fund Development Group Forms

A Fund Development Committee is being formed under the leadership of Rita Cloud, who is the Fund Development Chairperson for the Museum's Board of Trustees. The goal of the Committee will be to coordinate the fund raising efforts of the Museum, set up the fund raising plan and spearhead a drive to ensure solvency.

The effort is crucial for the future of the Museum as well as rail preservation operations and restorations in Southern California. It will need help from all of us, but it also needs a few good people to organize it. Your participation is sought for this Committee. Please contact Rita Cloud at 445-3550 or Win Mott at 595-3030 and join our group to make sure the future of the Museum.



Memorials

JULIA NIEDRICH, Julia (Julie) Niedrich died December 9, 1995. She was 82. Private interment was at Fort Rosecrans National Cemetery on Point Loma. Sympathy is expressed to Museum Trustee Bill Niedrich in the death of his wife of 49 years. Bill has asked that contributions in her memory be directed to the restoration of ex-SP baggage car # 6700. Bill is recuperating well from major surgery in August.

ROBERT M. SHERMAN, an engineering illustrator and model railroad fan of Point Loma died December 10, 1995 at age 83. His drawings and paintings of trains appeared in many railroading magazines, children's books, and Lionel catalogs. Some were featured in an exhibit at the San Diego Model Railroad Museum last year.

FRANK BARAJAS, Museum Life Member No. 4, has made his final run to that Great Roundhouse in the Sky. He passed away at his Kearny Mesa home on Pearl Harbor Day, Dec. 7, 1995, the victim of a brain tumor. He was 46 years old.

Frank, a mechanical engineer at Solar Turbines in San Diego, was not only a Museum volunteer but an avid model train hobbyist. He had been involved in the construction of the Model Railroad Museum in Balboa Park. Our sympathy goes out to his wife, Janet. He is also survived by a half-sister in Oxnard.

JACK E. BOLDRICK, Museum member and member of a long-time San Diego business family, passed away November 28, 1995 of heart failure. He was 67.

Jack was a long-time leader in local Boy Scouts and 4-H Club activities, and was a longtime member of the Wally Byam Caravan Club (Airstream trailers). Jack also enjoyed working with wood and with racing pigeons, and was actively involved with organizations for both interests. He also had an interest in Western history and was a member of the San Diego Corral of the Westerners. Our heart-felt sympathy is extended to his wife, Nadine and other members of his family.

From The Boardroom

By Bill Schneider, Secretary, Board of Trustees

November 28, 1995

Chop Kerr reported *Movie Night on the Berkeley* netted \$ 572.06 after expenses, with 171 tickets sold, 142 people attending, and a good time had by all.

President Reiter explained a new form to help determine who has what responsibility on museum projects. He said the Board should set policies, the Committees and Staff implement them, and the Executive Committee monitor how the policies are carried out. He suggested a Planning and Coordination Committee to coordinate activities.

Friedlan noted Reiter's donations of VIP car refreshments on Tecate trips, and new computer software.

Membership tracking and renewal were discussed, and a committee will be formed by McVeagh. New members and major donors will be recognized in the **REPORT**.

Executive Director Mott stated he's happy to be here. He feels the museum is comprised of members who really care, and when that energy is synchronized, it's an incredibly powerful force. He stressed he's accessible to everyone. He's initially worked on purchase orders and an events calendar, and will concentrate on profit center planning and revenue, volunteer, and membership development.

The Board was informed of a new HAZMAT Policy at Campo, and that USA # 1820 is undergoing final testing.

Boggs gave a detailed report on the new Campo building. Only \$ 2,600 is now needed to complete the erection of the building thanks to \$ 3,500 in recent donations, the majority from Board members. Much more will be needed to complete it for storage use, and to finish it as a display building.

Semelsberger outlined the equipment accession and deaccession policy; noted the Board had received an equipment report based on Maintenance Performed; and said it would receive another look at the equipment in light of our Mission Statement by another committee chaired by Mike Reading. They'll be reconciled, and an inventory of all equipment made, with internal asset numbers assigned and a dollar valuation placed on each piece. There was much Board discussion.

Treasurer Reiter distributed a preliminary 1996 Budget of approximately \$ 407,800. A new Profit Center format is being developed by Mott and Karlsgodt, who's also developing new software which he will donate, enabling us to provide better financial reports. It was stressed that when we request grants and major donations, accurate financial reports and records of volunteer hours are extremely important!

Cloud reported on fund development. A draft plan by Mott was distributed, outlining participation, structure, methods, and activities, including endowments, bequests, wills, trusts, major gifts and donations, private grants, donor specific gifts, public funding, events, joint sponsorships, United Way, appeals, membership drives, etc. This was discussed and will be implemented.

Reiter and Boggs informed the Board of an IOF proposal for a small railroad-theme children's park near Campo Depot to be funded and built by the IOF. Ideas are requested.

Santa Fe Depot Facility new committee chairman Karlsgodt reported he's met with committee members, and will meet with CCDC people and prospective major funding donors. An Action Plan will be drawn up. He noted a recent project study by consultant Peter Anderson. There was discussion on a switch from SDN tracks to a planned museum spur at the depot. Marnell stated a switch could be locked out subject to railroad control, and the need for an expensive signal system tie-in probably eliminated. Semelsberger said museum library needs and location should be included in discussions on the Santa Fe Depot project.

Appreciation was expressed to all making the Tecate trips so successful. Gallagher announced tentative plans for a San Ysidro-Tecate trip February 24th.

December 19, 1995 (Additional Board Meeting)

Bill Niedrich expressed appreciation for the many cards, calls, and visits received from museum members during his recovery from surgery and on the death of his wife.

President Reiter spoke on the work of committees and the need for faith in them, clear channels of communication, and lines of authority and responsibility. He stressed the need for a strong business sense, and the need to get things paid for. The subject of unfounded rumors being heard was addressed, and Board members were asked to be aware of them and correct anyone circulating them.

Executive Director Mott introduced Office Manager David Poirier to the Board. Mott stated the museum needs people to direct our marketing, publicity and public relations, professional film marketing and coordination, membership services, and volunteer coordination, and asked for help in finding volunteers to serve in them. He outlined a draft of possible membership category changes.

The erection of the new Campo building is finished, but needs waterlines, sprinklers, concrete, landscaping, etc. costing about \$ 25-30,000 more to be completed for use as a Storage building. This needs to be done by June.

The monthly Revenue and Expense report was examined and discussed. Finances are tight, and additional sources of revenue needed. Reiter said monthly Board meetings may be needed. Kerr said the membership must be kept informed of the Board's philosophy and goals, so that in addition to knowing what's going on, members understand why, which will tone down rumors. Reiter commented the # 1 goal for 1996 needs to be "cash, cash, cash"! The Board discussed various fund-raising possibilities.

The Board voted to accept Dr. Dan Marnell's donation of Amtrak baggage/dormitory # 1500, as recommended by Staff.

Nominating Committee Chairman Busch reported Kerr, Schneider, and Thompson were elected to the Board in the membership election, and thanked all candidates. The Board accepted the results. On the recommendation of the Nominating Committee, the Board appointed Kurt Karlsgodt to a three-year term on the Board, and Corrine Gallagher to complete the two-years remaining on another Appointed term due to a resignation, to stagger Board terms.

Steam Superintendent Dick stated SP #2353 may run under its own power in about three weeks. The importance of special machinists working with the Steam Team was discussed. Staff is exploring possibilities for installation of the museum turntable, needed when #2353 is operating. The possibility of a wye was discussed.

Santa Fe Depot Facility Committee Chairman Karlsgodt reported on a meeting with the CCDC. They want an Action Plan detailing the museum's proposed use of the baggage building, how we would accomplish it, milestone dates, and how we expect to fund it, by January 22, 1996. On December 7, 1997, the building will be turned over to the city by Catellus after exterior upgrading. Although they believe a railroad museum is the best use of the building, the city wants to insure the SDRM has the capacity and capability to run an effective museum there. Karlsgodt detailed work being done by committee members Paul Chelminiak, Marie Lia, Dan Marnell, Jim Mills, and Art Wilcox. The Board discussed this and related matters, including possible relocation of the museum library into the planned new city library across Kettner Boulevard in detail, including a potential major funding donor. The Board voted to name the planned facility for a major donor if the gift would create a suitable museum.

The possible use of SP # 2353 and AT&SF # 3751 from San Bernardino at the August 1996 Republican Convention in San Diego was noted.

A draft of a revised \$ 394,550 museum budget for 1996 was circulated and discussed. A form more readable by the general membership was suggested.

Plans for a possible membership and awards dinner February 9th at the German-American clubhouse in El Cajon were announced by Bill Schneider. The price will be kept as low as possible, but must cover costs and awards.

The Board appointed Jeannie Jones to coordinate the proposed children's park at Campo with the IOF.

Friedlan commended **REPORT** Volume # 253, and Mott's initial column in it

San Diego Railroad Museum
1050 Kettner Boulevard
San Diego, CA 92101
Voice (619) 595-3030
Fax (619) 595-3034

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