



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

# Railfan Of The Decade



Bill Niedrich (right) receives his very special award from Director of Campo Operations Denby Jones at the Awards Dinner on March 22, 1996. "The Colonel" received a standing ovation for his years of time, effort, and money donations to locate, obtain and restore needed equipment.

Photograph by B. Schneider

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# SDRM REPORT

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## From The Desk Of The Executive Director

There is the old tale of the man who jumped on his horse and rode off in all directions. It is a description that would fit the Museum on some days. Among the membership of the Museum is a wide spectrum of interests. Part of the success of the Museum and part of the reason for the very large group of active volunteers is the diversity of pursuits, skills, viewpoints, interest and specializations. It has allowed us to build a large and varied collection of historic rail artifacts, maintain a first-class research library, do exquisite restorations such as the La Mesa Depot, operate a vintage passenger railroad on a routine basis, host film shoots for major productions and sponsor extremely popular excursions to Mexico, among many other things.

Such a multi-faceted operation, however, requires a careful discipline, a stewardship of resources of all kinds. Jim Friedlan has said it well with the one word "focus". There is a need for a realization that, while all rail-related things may be good, not all are possible. Right now is a point of focus of the Museum, a time when old debts and obligations need to be honored. It is never enough to start projects; they need completion. Rail operations cannot simply continue without effort: they need crew, equipment maintenance, and marketing, week after week, forever. Likewise, collections cannot just be collected; they too need maintenance and management.

It may be that we cannot do everything. There are good ideas and visionary projects out there. Some we have already done. Some we are working on. But it may be, with finite energy and resources, that some may have to be left for another day or another group. There should be no discouragement in that: the greatest empires in the world fell when they attempted to do too much. Others continued for centuries because they concentrated on doing the best with their strongest resources.

For example, Campo has not received the praise it deserves as a gem of a place, a beautiful verdant valley setting, a comprehensive infrastructure of a rail operation, all in a place with a rich history in rail. Some projects in Campo are faltering due to lack of focus: the Display Building is the prime example. We need to concentrate our effort on its completion and operation. Likewise, we need to concentrate on the depot at Campo. Who will step forward to serve as station agent at Campo, even if just one shift a month? It is a badly needed service and unfilled need. Please call me if you are interested. This is the first step in the long overdue restoration of the Campo Depot as a depot. Who would like to be a part of that restoration effort?

The focus of our activity is at Campo. That is not to say we should not be active elsewhere. But Campo is our focal point, and we are fortunate to have it. Let's make it a gem of a place

## Sympathy

Our sympathy goes to Cliff Pennick, Bill Niedrich and Russ Hollingsworth, each of whom has recently suffered the loss of their wives. Our thoughts are with you.

## Roll Of Honors

In the presence of 125 cheering and appreciative museum members and friends, the following awards were presented at the SDRM Annual Meeting & Three-Year Awards Dinner March 22nd at the G.A.S. Clubhouse in El Cajon:

|                               |                                                                                                                                                                  |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Railfan of the Decade:        | Bill Niedrich                                                                                                                                                    |
| Railfan of the Year (1993):   | Mike Retz                                                                                                                                                        |
| Railfan of the Year (1994):   | Corrine Gallagher                                                                                                                                                |
| Railfan of the Year (1995):   | Randy Houk                                                                                                                                                       |
| Gold Spike Awards:            | Dave Slater<br>Larry Williams                                                                                                                                    |
| Silver Spike Awards:          | George Boggs<br>Nancy Boggs<br>Allan Dillane<br>Jim Friedlan<br>Don Getz<br>Slim Ostrander<br>Cliff Pennick<br>Roy Pickering<br>MaryAnne Thompson<br>Rich Warner |
| Jack Stodelle Memorial Award: | Dick McIntyre                                                                                                                                                    |

## Special Recognition

Recognized for giving over \$ 500 to the Special Funding Appeal (\$17,500 received to date) were David & Kathleen Rice, Clifford Pennick, Dr. Michael Feinstein, Robert Eikel, Robert Clark, David & Gertrude Fletcher, and G.N. Bedell (who donated \$1,000). A donor who wished to remain anonymous gave \$499.

The Scripps Bank was recognized for donating \$500 to defray costs of the event, which included winners' dinners, hall rental, awards, and other expenses.

The volunteer Directors and Department Heads were given special introductions and Certificates for extra efforts (they're ineligible for awards), and all volunteers were named, applauded (some several times!) and given Certificates of Appreciation for their museum work. THANK YOU ALL!

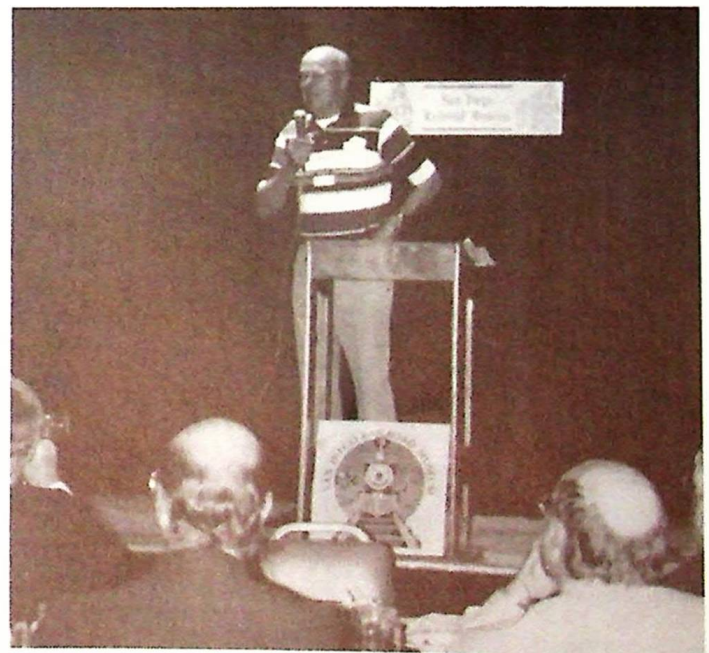
About 100 made advance reservations; 115 came for dinner (we ate every bit of food!), and ten non-diners attended. Barney Barnier came all the way from North Carolina! It was a great night of friendship and camaraderie!

Bill Schneider

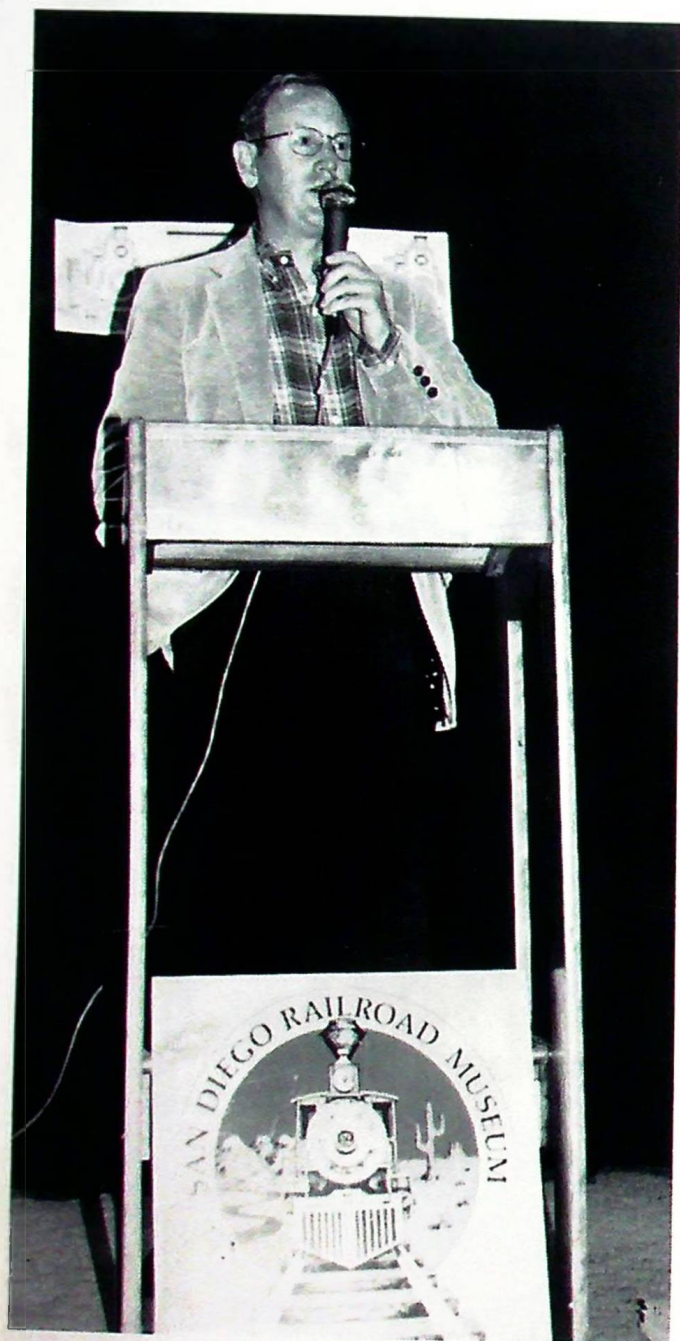


*Above: Railfan of the Decade Bill Niedrich  
Below: Museum Superintendents Richard Dick (speaking),  
Mike Reneau (left) and Rich Borstadt illustrate that high  
foreheads are not only a sign of great intelligence but of  
leadership as well!*

Photographs by B. Schneider



## SDRM Three Year Awards Dinner March 22, 1996



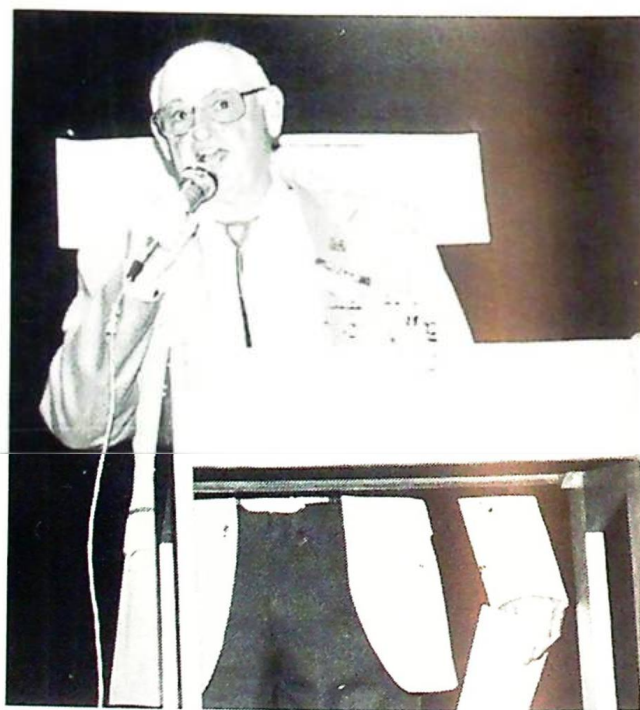
*Vice President Frank Lynch announces the names of the \$500 donors to our Special Funding Appeal.*

Photograph by B. Valverde



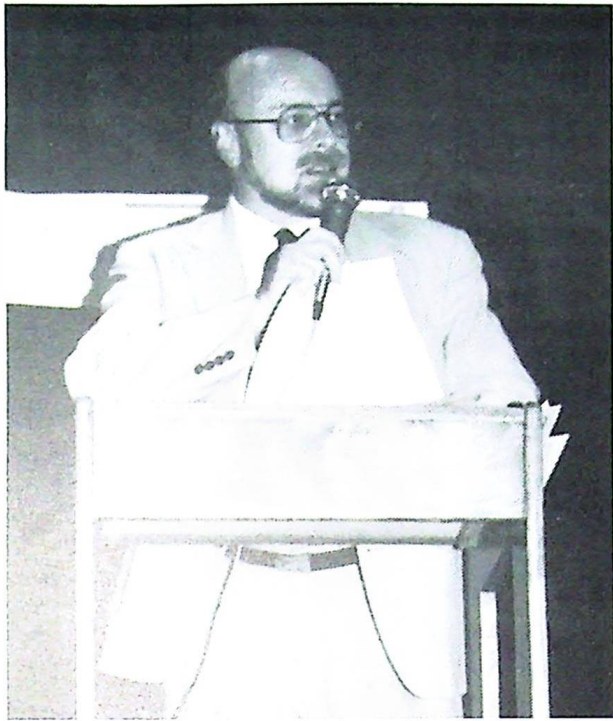
*Dick and Karen Pennick were among those attending the Awards Dinner. Dick is also a Trustee, Conductor and Steam Team worker.*

Photograph by B. Schneider



*Campo Building Project Superintendent George Boggs explains what is happening and how much money is still needed.*

Photograph by B. Valverde



*Top: Superintendent of Restoration Rich Borstadt  
Below: SP #2353 Restoration Project Director Larry Williams looks at the special Gold Spike Award he received for his outstanding work in detailed planning and leading the Steam Team.*

Photographs by B. Valverde



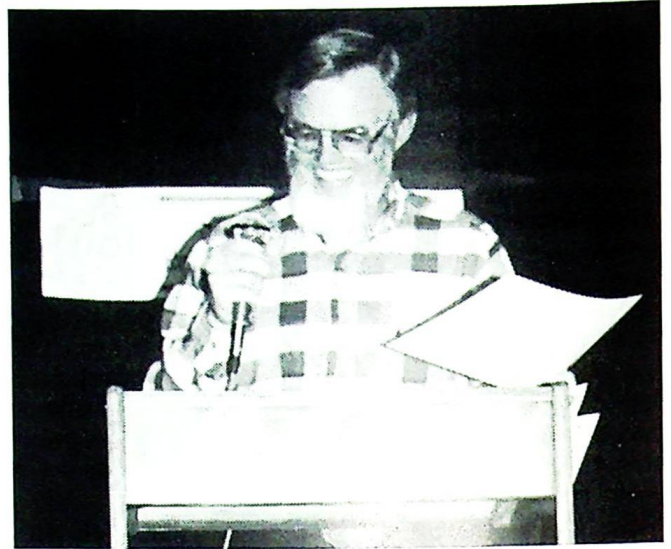
*Dick McIntyre, known as the Museum's "Metal Magician"... "Jack Of All Trades"... "Welding Whiz" and winner of just about all its awards receives the Jack Stodelle Memorial Award from Denby Jones.*

Photograph by B. Valverde



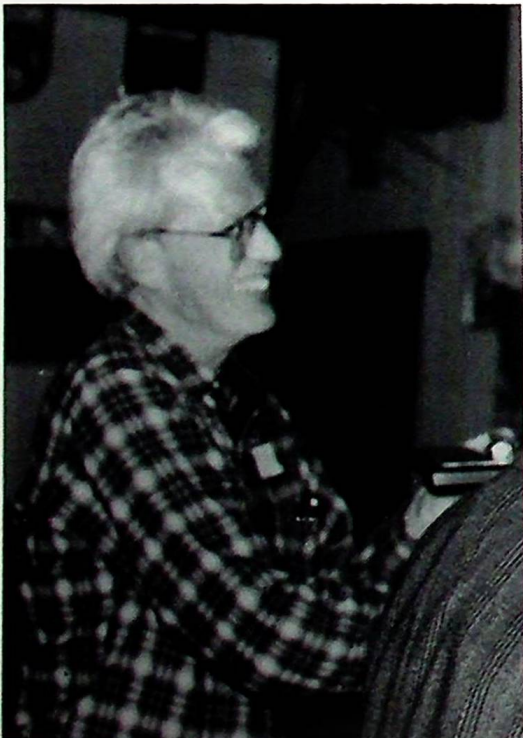
*Director of Campo Operations Denby Jones and Superintendent of Restoration Ted Kornweibel.*

Photograph by B. Valverde



*Above Left: Roy Pickering receives a Silver Spike Award.  
Upper Right: Superintendent of Training Jim Baker.  
Center Right: Superintendent of Operations Mike Reneau.  
Lower Left: USA #1820 Project Director Dave Slater receives a special Gold Spike Award.  
Lower Right: Corrine Gallagher receives her Railfan of the Year Award from Denby Jones as Executive Director Win Mott and Superintendents Gary Sweetwood (Mechanical), Richard Dick (Steam) and Lew Wolfgang (Safety) look on.*

Photographs by B. Valverde



## Southern Pacific Donating SSW GP9 Diesel To Museum

A classic 1959 GP9 diesel-electric locomotive rebuilt in 1977 is being donated by the Southern Pacific to the San Diego Railroad Museum! It's our first diesel from the SP, though "not exactly" an SP "Geep". It carried three different numbers and will really be confused when it gets to Campo! It has dynamic braking and has Multiple-Unit (MU) capability.

It's St. Louis-Southwestern (Cotton Belt) # 3873, a model GP9R similar to SP GP9's (General Purpose) that ran on the SD&AE from the late 1950s until September 1976. The 1,561 mile SSW became SP's principal subsidiary in 1932, but continued to letter its rolling stock "Cotton Belt". SSW motive power was and is used system-wide on the SP.

The locomotive was built as a GP9E by the Electro-Motive Division (EMD) of General Motors in La Grange, IL as construction # 25020 in order # 5589-5. It has a 16-cylinder 567C diesel engine (similar to our Museum's EMD-built MRS-I's) rated at 1,750 hp, and a traction motor on each of its four axles, all of which have been changed out many times over the years. The high short hood "Geep" weighs 248,000 lb. (124 tons) with a full load of sand and water and two crew members.

It was delivered in February 1959, and numbered SSW # 830 in SSW Class Z-17. It was painted in SP's standard Lark Gray and Scarlet, but had yellow handrails per SSW practice of that era instead of white ones, as on SP units. "Cotton Belt" and its number were painted on its sides in white, and its number on the pilot beam. "Radio" and a lightning bolt (not universally applied) was also on its short hood. SD Charger fans may want the bolt back!

The class was later changed to SSW Class DF-612. In 1965 the number was changed to SSW # 3651, and it was placed in SP Class EF418C-2, for EMD, Freight, 4 axles, 1,800 (hp to the nearest thousand), Cotton Belt, 2nd series.

On July 18, 1977, the locomotive was returned to service after being rebuilt at SP's shops in Sacramento, CA. This affected mainly the air filtration and electrical equipment, with no visible changes. Its SP Class was changed to EF418CR-4 (for Rebuilt); the model designation was changed to GP9R, and it was renumbered SSW# 3873. In a transaction of interest mainly to accountants and railfans, the "Geep" was purchased from the SSW by the SP Equipment Company and leased back to the SSW. On April 22, 1994, SSW

#3873, SP #3412, and SP #7624 were in a derailment while en-route from San Jose to Oakland, CA. They were repaired and returned to service.

SDRM Steam Team member/Union Pacific engineer Fred Perry had been seeking a GP9 donation from the SP for some time for the Museum, and his efforts and contacts have paid off! Another locomotive was selected, but had a generator problem, and SSW # 3873 was chosen instead. It was in the SP yards at Roseville, CA and thought to have a compressor problem. It didn't, and was sent to Colton, CA, arriving April 15 for transfer to San Diego by the Santa Fe.

SSW # 3873 is being acquired for our SD&A demonstration railway. According to Director of Campo Operations Denby Jones, it will be painted in the 1950's SP "Black Widow" scheme even though it never wore those colors, to match SD&A # 1809, with which it can MU operate. It will be lettered "Southern Pacific", required by the SP and also appropriate due to the history of GP9's on the SD&AE during its SP ownership.

*Our deep appreciation to the Southern Pacific for this terrific donation of a fine and appropriate locomotive, and special thanks to Fred Perry for pursuing this long-desired example of a classic type of motive power! Thanks also to Denby Jones for his efforts, nationally known authorities P. Allen Copeland and Joe Strapac for locomotive details, and Bill Niedrich for additional information.*

Bill Schneider



*St. Louis Southwestern (Cotton Belt) #3873 is shown here in its original Scarlet & Gray colors as SSW #830 in Brownsville, TX on June 24, 1962. The EMD GP9 diesel-electric was built in 1959, rebuilt in 1977 and is similar to GP9's used by the SP on the SD&AE. Note the small cab numbers characteristic of SSW units, pilot beam lettering, lightning bolt "Radio" stencil and lights. It has dynamic brakes and MU capability.*

Photograph by Ralph Carlson; Collection of Joe Strapac/Shade Tree Books

## Across The Border By Train

This is a dream of railroading, of driving a train, riding on a train, working on a train, watching a train go down the tracks or being able to sit in a private railroad car that had once belonged to someone famous. Well, this story is about a train trip that included a little bit of railroad dreaming and a pleasant adventure on a Saturday in October.

Sara and I begin our trip at the Campo Railroad Station, Campo, California at 10:00 a.m. on a bright Saturday morning in October. This is a trip back into the 1930's by the San Diego Railroad Museum and the San Diego & Arizona Railway that operate this train. The train is made up of vintage rolling stock and is composed of three passenger cars, two old deluxe passenger cars, and a general purpose baggage car. A 1950's military diesel engine provides the power to pull this vintage train that will be traveling over rails installed originally in the mid 1910's. Before boarding the train, the passengers wander around the train station taking in the local buildings and the surrounding hills which are rich in history. The area was the summer home of Indians who spent the summers in this area and the winter in the desert. Ranching and farming replaced the nomadic life of the Indians during the 1860's and continues today. Campo was also the location of Camp Lockett Army Base and was the last home of the Buffalo Soldiers before being disbanded during World War II. After the Buffalo Soldiers were disbanded and transferred to other bases, Camp Lockett was used as a prisoner of war camp for Italian military personnel and finally as a hospital for military personnel who probably felt like they were the new prisoners because of its isolation. The County of San Diego then operated an Honor Camp at this site until it too was closed.

The last all aboard call is made by the Conductor, the engine blows its final warning and we are off on our dream of railroading and adventure. We no sooner leave the station area and we are passing the site of the last wild west shoot out by border bandits in San Diego County. The two-story rock building on the north side of the train was the Gaskill Brothers' General Store and the scene of the attempted holdup. The bad guys, in a hail of bullets, decided that life might be healthier elsewhere and made an attempt to head south, but were not able to because of the lead some of them picked up.

Our train has picked up a little speed and we are rolling through the rough mountains of the Campo-Tecate area. There is still some ranching in the area, but you see more and more first and second homes being built and at our speed you are able to look over each one we pass. The speed of our train is like the wood burning steam engines that traveled across the U. S. in the early days of railroading. A running horse could keep up with us at the speed that we are moving, but it's a safe speed as we soon find out. The speed the train is traveling is the combined result of the condition of the passenger cars and the railroad tracks that are both of the 1930's, safe but not very fast. Since there may be only one train every month or two the cattle have no idea what we are, cars and people they know, but not a train. Being very curious beasts, they will walk up on to the tracks to get a close look at the train. The driver of the engine met his match with a very curious cow and had to apply the emergency brakes to avoid hitting this wondrous beast. Maybe she was love sick and was smitten by

the size and shape of the engine. Anyway, when the emergency brakes are applied on this train, all of the air is released and the train cannot move until the air pressure is built back up again and the brakes can be released.

When the air pressure is back to the safe operating pressure, we start off again on our adventure to Tecate. We soon cross over the first bridge built over Campo creek when the line was built way back when. With the swaying and click clack of the rails we now wait with anticipation to enter the first of the three tunnels we will be passing through. The tunnels are numbered in sequence starting in San Diego, and the first one we will pass through is number four which is also known as the "International Tunnel". This is where the international boundary line is between the United States and Mexico. It is the beginning of the Tijuana & Tecate Railway going west and the beginning of the Desert Line of the San Diego Railway heading east. The boundary line between the two countries is shown by a white line painted on the wall of the tunnel. If you are lucky you may see it in the gloom because it is not lit.

We soon pass the old site of the settlement of Lindero, which is marked only by a Mexican railway sign. Now all of us are looking with anticipation for the second of the three tunnels that we will be passing through on our way to Tecate. This tunnel is now numbered three and one-half because it was formed when the center of tunnel number three collapsed following a fire in 1933. There is only a very brief daylight section between the two tunnels. We are now through tunnel number three and into the valley in which Tecate is located. We pass two wineries and would like to stop the train to visit them but this cannot be. We soon get to the outskirts of Tecate and have fun waving to the people who come out to see this great old train.

Then it happens again, some of the folks forget that trains do use these tracks once in a while and they use the railroad right-of-way to park their vehicles. In this case, we were approaching a signalized road crossing but one driver thought the signals had malfunctioned and did not move until the train was almost on top of him. He tried to start his car, panicked and apparently flooded the engine and then waited for the end. Our trusty engine driver hit the emergency brakes to stop the train in time and all of us got a good view of the out-skirts of Tecate while the air pressure was built up to release the brakes. Of course this also resulted in a traffic jam and the police had to direct the traffic until we were able to continue our railroading adventure to the Tecate Train Station.

Upon arriving at the Tecate Train Station, which is located at the edge of the commercial center of town, we were met by the local city officials, the beauty queen of the city and her court, and a mariachi band. Following the greetings by the local officials, we then took a tour of the train station which still looks like the day it was built

back in the 1930's and this includes the electrical and some of the telephone equipment. Our next stop was the Tecate Brewery, which produces two of Mexico's excellent beers Tecate and Carta Blanca. The tour had been arranged by the San Diego Railroad Museum. We were told ahead of time that the brewery was spotlessly clean and that turned out to be an understatement. A person could have literally eaten off of the floor, even in the maintenance shop, it was so clean. The automated bottling line was just fascinating. Lines and

lines of beer cans being filled, capped, packaged and moved out for shipment with almost no human contact. Following the tour, we all were invited to enjoy their excellent beer in the Tecate Brewery's beer garden while being entertained by the mariachi band.

The beer quenched our thirst but not our hunger. It was already past noon, and we went looking for a place to have lunch. The San Diego Railroad Museum had given us a list of restaurants to eat at in Tecate prior to leaving on the



**Jack and Elaine Clabaugh enjoy the ambiance of lunch in the plaza during the April 13 Museum excursion to Tecate. Elaine was previously married to PSRMA founder Jack Stodelle until his death in December 1992. She is the "Elena" in the name of the Museum's Maria Elena Pullman car and the donor of the Jack Stodelle Memorial Award.**

Photograph by B. Schneider

train trip so it was only a question of what type of food, we wanted and how far did we want to walk. Since the towns on the Mexican side of the border with California all have a good reputation for Chinese food we decided on a Chinese restaurant across the street from the brewery. The restaurant definitely held up the reputation that the Chinese restaurants along the border serve great food. Following our lunch, we became tourist and went sightseeing in town. We haven't been here in 15 or more years. Though the town has changed it still is pleasant to walk down the main street, window shopping, strolling through the park (El Parque Hidalgo) and people watching. Between the brewery tour, lunch and being tourist, soon it was time to board the train for the return trip to Campo.

The train pulled out of the Tecate Station promptly at 2:30 p.m. and was a lot lighter because a large number of passengers were returning to San Diego by bus. Our return trip was uneventful with no emergency stops or other possible problems. This in turn allowed the passengers to talk with the volunteer train crew and find out about the railroad cars that made up this train. The three passenger cars were built as electric motor cars in 1930. The only change to them has been the removal of the electric motors that provided the power. The air conditioning is still the same - open windows - and the heating system is to close the windows and put on more clothes. The seats are also original, with the back being moved from one side of the seat to the other to provide seating facing the direction the train is going in. The general purpose baggage car is in fact a former World War II Army kitchen car converted to a U.S. Army guard car and now being used for restrooms, refreshments and a fun place to meet railroad buffs.

As we approached Campo, the crew invited the passengers to visit the two deluxe railroad cars after everyone left the train at the Campo station. These two cars can be and were rented for private parties such as birthdays or special events. The two vintage deluxe railroad cars were under private ownership for the majority of their lives, before coming under the umbrella of the Museum.

The first car, the Robert Peary, has private sleeping quarters, kitchen, a small study/library, dining area and a large area for socializing and watching the passing countryside.

This car was used by President Franklin Delano Roosevelt during the 1930's. The hand bar he had installed for him to get in and out of bed is still there in its original location. The other car is set up more as a party car with a larger area for socializing and more windows to watch the passing countryside. It also has a private kitchen and accommodations for dining. Both cars are examples of the fine wood and stained glass workmanship used to build these luxury machines long ago. While all of us were mesmerized by the luxury surroundings, we were offered a chance to take a short train ride because they had to switch the train to a different set of tracks. The volunteer staff then topped off our enjoyment by offering us the last of the wine that was left over from the private party. This truly was a dream. Here we are sitting in the Robert Peary private railroad car which was used by President Roosevelt, sipping wine and enjoying newfound friends while we watch the countryside slowly slip by.

To say that our little Saturday dream trip was over far too quick would be an understatement. But what dreams we have dreamed for the future, and now it is time to make our way home with a smile and contentment of a train ride back to the 1930's.

Dennis Manyak

## Private Car Rentals

The San Diego Railroad Museum has two wonderful cars available for private use on the Campo to Miller Creek train ride on Saturdays, Sundays, holidays and Tecate trips.

### Observation Lounge Car, the Robert Peary

Built by the Pullman Company in 1927 as part of the "Explorer Series" the observation/lounge car, includes 4 bedrooms, a dining room (which seats 8 comfortably), lounge and observation deck. Used by President F.D. Roosevelt 1934-1936.

Car is available for private parties of up to 18 people. Groups provide their own food and beverages. Museum provides a porter to assist with serving, set-up and clean-up. No air conditioning or restrooms on the car itself.

Costs per day:

\$350 for 1/2 day - includes train ride, from Campo to Miller Creek on either the 12:01 or 2:30 train; 3 hours of use, price includes train tickets for up to 20 people.

\$700 for full day. Includes both trips if you wish. 6 hours of use.

\$950 for full day Tecate trip - scheduled about 12 times per year.



*Tecate Special: Musicians play and dancers dance on a stage at the shady and charming zocalo (town square) as the SDRM train passengers watch and enjoy. The food and beer were also excellent!*

Photograph by B. Schneider

### Atchison, Topeka & Santa Fe #1509

Pullman lounge/cafe/observation car built in 1926. Excellent car for parties of up to 35 people. Car comes with porter to assist with serving food and beverages supplied by private groups. Lounge area, observation deck, cafe seating, restrooms on car, no air conditioning. Windows are fully operational for air circulation.

Costs per day \$500 for 1/2 day - includes one ride from Campo to Miller Creek on either 12:01 or 2:30 train; 3 hours of use includes train tickets for up to 40 people

\$1,000 for full day use - service includes both train trips

\$1,600 for full day on Tecate trip (see above)

Please call the administrative office at (619) 595-3030 for more information and reservation of these unique railroad cars. Allow 4 weeks for set-up and processing before your desired date. An excellent idea for company parties, special celebrations and family outings!

## Restoration Report

I am writing this report with pride in the crew which has brought the restoration of AT&SF RPO 74 half-way to completion. Nearly all the rusted interior metal has been replaced with new steel by "metal magician" Dick McIntyre, assisted by Dick Cupp and Bob Haney. New Museum member Kevin Dudenbostel has been out at Campo nearly every Saturday, completing the new side sliding doors. Jim Campbell has been doing some of the hardest tasks, including sandblasting pieces. With this task half done, he decided the museum needed a sandblasting machine, and went out and got one donated! He is now repairing it, for use by all departments. Long time members Frank Stites and Ken Faller, plus Ken's son Jason, have also faithfully labored at whatever task I gave them. Newlyweds David and Laurie Jones are likewise willing to do any job that is needed. George and Kathy Hottel have come down from Fallbrook to pitch in as well. Longtime member Jim Hamill is back working on the project, and it's good to see him again. Finally, steam team machinist Fred Carnathan did a beautiful job fabricating new hex-head bolts to replace the many ones which broke off in disassembly. They are a work of art.

How can you contribute to this project, so at we can meet our completion date of December 31, 1996? We would particularly value your labor, and we have work parties most Saturdays. Call Ted Kornweibel at 461-0098. We are also raising funds for parts, supplies, and paint. You can contribute in several ways (see accompanying article on fund-raising drive). Please help in your own way and enable completion of AT&SF RPO 74 restoration!

## Matching Fund Drive

RPO 74 needs YOU! We can complete its restoration on time (December 31, 1996) if we raise the necessary funds. Responding to this need, Life Member #1 Herb Kehr has thrown down a challenge: If we raise \$3,000, he will match that sum. There's no question that, with *your help*, we *will* raise \$3,000 or more! Some of you newer members may not know that, a decade ago, Herb and his wife Josephine donated \$10,000 to purchase the RPO car! Talk about vision and loyalty!

So how can you help raise the funds to guarantee at least \$6,000 to restore the postal car? You may want to make a cash donation; there are individuals who only like to give to specific projects that have realistic budgets and time-lines. This is such an effort. As of this writing, four individuals have already donated \$100 apiece, and another \$50. This gives us a ten percent head start. Or, you can get creative. How about holding an RPO garage sale? If you'd like to do that, call Ted Kornweibel at 461-0098. If you have items for a garage sale, but don't want to have a sale yourself, call Ted and, if someone else is having a sale, you can add to the merchandise. Another idea: you can sell Dudley's bread. Maybe you didn't get to sell enough Little League candy. How about a bake sale? Be creative! All contributions should be clearly marked "Acct. 4051, RPO car," and will be gratefully acknowledged.

You can also help by purchasing a beautiful solid brass key tag, engraved with the classic Santa Fe logo and "RPO 74," especially manufactured for us at a reduced cost by Top Brass Co. of Spring Valley. You can buy them at the RPO car on Saturdays for only \$5.00, or call Ted Kornweibel at 461-0098. Thanks for your help and support. Together we will reach, even surpass, our \$3,000 goal, giving us a solid \$6,000 foundation on which to proceed with restoration.

*Ted Kornweibel*

## Opportunities In Training

We are happy to announce the following training classes:

1) Orientation to Museum Volunteer Activities. While this class is primarily directed to new members of the Museum to acquaint them with the various places and jobs to volunteer for the Museum, it is open to all interested parties. It will cover activities at Campo, the Santa Fe Depot and the La Mesa Depot. All department heads will be there, so now is the chance for you to meet all our volunteer staff. The class will be held Tuesday evening, Sept. 10, at the Museum Office in the Santa Fe Depot.

2) Trainman's Class AKA "Working on the Railroad ..as a Trainman." This is the starting point for all train crew positions. If you ever want to sit at the throttle of 2353, now is the time to get started! We will again offer the class through Cuyamaca College Extension. Arrangements are being finalized, but the tentative schedule now calls for the class to be held two evenings at Cuyamaca College, Oct. 9 & 16 (Wednesdays); and one Saturday at Campo, Oct. 26. The class will cover San Diego railroad history with Bruce Semelsberger, Trainman's duties and safety orientation..

3) Brakeman's Class. Brakeman training will consist of 4 sessions this time; two in-town classes on Oct. 30 and Nov. 6 (Wednesdays), and two all-day Saturday sessions at Campo on Nov. 9 & 23. Remember that the prerequisite for becoming certified as a brakeman is a minimum of 12 operating days as a trainman. To register, contact the training officer after Sept. 1. Class will be limited to 8 people.

For more information or to register for any of these classes, please contact: Jim Baker, Training Officer, at 670-7441.

## Life Member's Death Reported

The Museum recently became aware of the death last year of Life Member # 39 J. Richard Teague. As Co-Chairs of La Mesa's U.S. Bicentennial Committee in the 1970's, he and his wife Betty were instrumental in getting the city involved in the PSRMA's La Mesa Depot project, working closely with Eric Sanders, Larry Rose, and the late Norm Hill to bring the depot back to La Mesa for restoration and preservation. Richard was also active in the 1894 depot's restoration, and later helped staff it for many years. Our belated sympathy to Betty, who continues her own involvement conducting schoolchildren through the historic depot, and is also a Museum Life Member.

## Talgo Train in San Diego

St. Patrick's Day saw the first San Diego arrival of a Spanish-built *Talgo* Pendular trainset during its Amtrak tour. It also ran on some *San Diegan* schedules March 18-22.

The high-tech "tilt" train included coaches, first class cars (2+1 seating), bistro and restaurant cars, and an "end service car" with generators, compressors, water reservoirs, batteries, etc.

The cars have reclining, revolving seats, wide windows with curtains, and many video screens. They resemble airplanes, with more room and no seatbelts! Talgo trains have been around since the 1950's, and are in service on Amtrak's Seattle-Vancouver *Mount Baker Internationals*.

Bill Schneider



Museum Treasurer "Chop" Kerr visited the *Talgo* on March 17, 1996. Note the big windows and video screens.

Photograph by B. Schneider

## Rails-in-the-News

One of the best-kept secrets of the SDRM is Rails-in-the-News, a monumental collection of articles of local rail activity or local railfan interest in the extended San Diego area. An on-going project, it's compiled by long-time Museum member Ray Lethbridge, our News Clipping Historian. His work is a great source of information, and represents years of unsung, devoted service to the Museum and the community. Ray brought some volumes to the March 22 Annual Meeting & Awards Dinner, where many members were able to look at them.

The third edition of Rails-in-the-News was published in 1988, and covered 772 articles from 80 publications, scanning from 1892 to 1987. When Ray plopped the 1,500 page, 8-volume set in front of then-President Bob Eikel at a November 1988 Board of Trustees meeting, the normally loquacious Bob was struck speechless!

The San Diego Public Library paid to have a set in the California Room at the downtown library; the Index (Volume I) is in the California Railroad Museum library in Sacramento; and Gena Holle used the third edition in researching her book The San Diego Trolley. Members Dan Marnell and Duane Leal have copies, and a "floating" copy is available at the SDRM office.

During the last six years, work has been going on quietly for the fourth edition. Ray states we could easily double the pages to 3,000 and produce a 15-volume set! A computer has been donated (many thanks to the donor), which will greatly speed up the work of classifying, annotating, and preparing the Index for this edition, which will be a separate volume of about 200 pages. As of December 1995, the fourth edition had 561 articles, 286 in the "Museum" category, 220 in "Local Railroads".

Ray currently has SDRM members Dick Rupert and Bill Schneider and SD Model Railroad Museum Curator John Rot-sart as publication Scanners. He could use more. If you are interested please contact:

Ray Lethbridge  
630 - F Street (# 202)  
San Diego, CA 92101  
(619) 239-9243, ext. 202

FAX: (619) 235-8968 (attn. Raymond Lethbridge-202)  
If not in, leave name and telephone number only.

Thanks, Ray --- and keep up the great work!

Bill Schneider

## REPORT # 255 Corrections

Rene Scheuerman notes we re-joined the SD Convention & Visitors Bureau, rather than "joined", as stated in the Boardroom recap, as we were in ConVis several years ago.

In discussing possible locomotive restorations, CW # 46 was referred to as an Articulated Consolidation. As we all know, it's actually an Articulated Mallet. Sorry!



***Above: Steam Team member Allen Andrews cuts wood with Santa Fe #1304 Chief Manakaja in the background.***

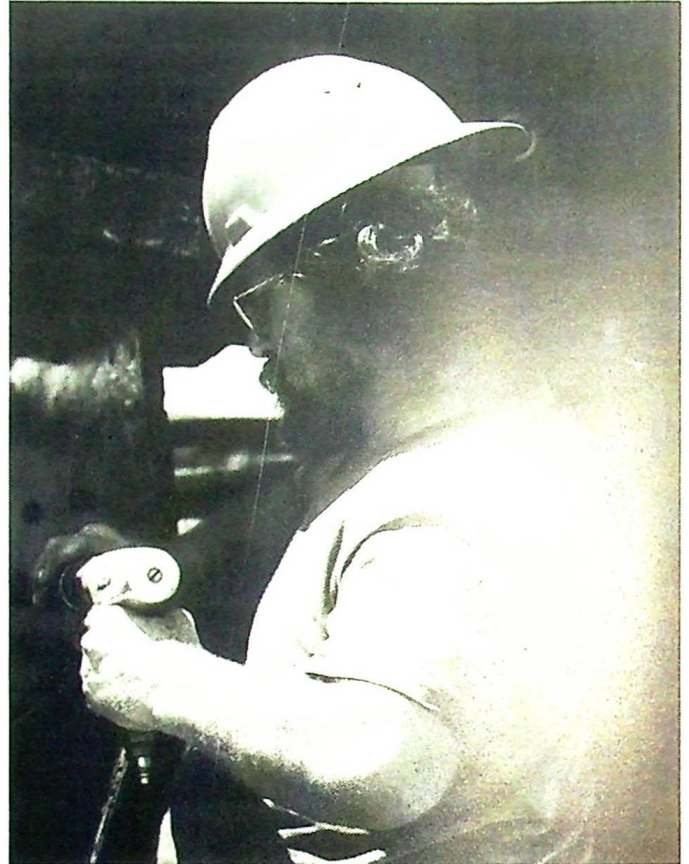
***Below: Coordinator Pat Blackmore does just about everything around the Museum.***

Photographs by B. Schneider

***Upper Right: Machinist Chris Ward's work was invaluable in the restoration of SP #2353.***

***Lower Right: Silver Spike Award winner Cliff Pennick at work on SP #2353.***

Photographs by F. Stiles



## **Status of SD&AE Desert Line Repair and Possible Project Funding Options and Issues (SDAE 700, PC 100)**

Mr. Limber provided background information regarding the acquisition of the San Diego and Arizona Eastern (SD&AE) Railway. He noted that the Desert Line has been out of service due to storms and fires. The San Diego Association of Governments (SANDAG) recently conducted a feasibility study for reopening the Desert Line. There was a wide range of cost estimates for a variety of levels to reopen the line. Mr. Limber said that RailTex is the current operator of the line under the joint powers agency, the San Diego and Imperial Valley (SD&IV) Railroad. He noted that RailTex is currently pursuing private funds to reopen the Desert Line. State and federal legislators are also pursuing Federal Railroad Administration (FRA) Section 511 and the State Infrastructure Bank (SIB) loan guarantee programs for rehabilitation funding for this line. He also said the Port of San Diego has a vested interest in this railroad since the study indicated that the opening of the railroad could provide significant freight movement through the Port of San Diego. He said the Port is considering major infrastructure improvements at its end.

Mr. Limber said another key factor is the 40 miles of right-of-way in Mexico. John Spreckels sold the railroad to Southern Pacific, then Southern Pacific sold this southern portion to the Mexican Railways. The Mexicans have talked about privatizing its railroads. If this occurs, RailTex will submit a bid. If RailTex is successful in obtaining this concession, it is likely that RailTex will want to rehabilitate the Desert Line. If another entity gains this concession, RailTex will need to work with it.

Ms. Stallings asked what MTDB's responsibility would be in the case of the loan guarantee programs. Mr. Limber said he was not sure who would be the applicant for such loan programs.

Ms. Stallings asked whether MTDB should be involved with a railroad, and about the possibility of selling it. Mr. Limber said MTDB could sell it, but would need to retain the track-age rights for the right-of-way from San Diego to Tijuana and from San Diego to El Cajon for light rail purposes.

Mr. Beauchamp said the weak link in this matter are the FRA regulations against both freight and light transit rail operating on the same right-of-way. Mr. Limber agreed that the FRA is extremely sensitive to changes in safety regulations.

Mr. Larwin noted that Peter Tereschuck of San Diego Trolley, Inc., is on a panel under the auspices of the National Transit Cooperative Research Program to study that subject. Within 18 months, there will be a report on the joint operation of transit and freight.

**Action Taken:** Mr. Stevens moved to authorize staff to work with SD&IV, RailTex, and SD&AE to apply for financial assistance from the Federal Railroad Administration Section 511

loan guarantee program and the California State Infrastructure Bank for rehabilitation of the Desert Line; and to work with other local public agencies to create a Joint Powers Agency, if beneficial, for the pursuit of funding. Mr. LaSuer seconded the motion, and the vote was 11-0 in favor.

## **San Diego Railroad Museum New Members**

|                       |                   |
|-----------------------|-------------------|
| Calvin Aitch          | Tom Laskoski      |
| Nancy Atherton        | Lee Family        |
| Brian Brewer          | C. Lendroth       |
| Casale Family         | Jerry Lendroth    |
| Frank Chiavetta       | Martinez Family   |
| Crow Family           | Kathleen McDowall |
| Craig Cummings        | Jane Miller       |
| DiGiorgio Family      | Mills Family      |
| D. S. Fischer         | Milot Family      |
| Eleanor & Dick Fitzer | Hideo Noji        |
| Russell Foster        | John Purcell      |
| Carl Fritzges         | Mindy Scott       |
| Robert Hallbach       | Tony Sloan        |
| Hobbs Family          | Steere Family     |
| Robert Jasak          | Hans Stoker       |
| Scott Johnson         | Webster Family    |
| Howard Kischassey     | Robert White      |
| Stephen Kostelak      |                   |

## **Del Mar Wants Amtrak Back!**

To no one's surprise, the City of Del Mar wants Amtrak *San Diegan* trains to begin stopping there again, especially during the fair and racing seasons. Amtrak discontinued service to Del Mar February 5, 1995, ending over a century of service to the beachside city. It moved to a new Solana Beach station about three miles north, where it shares the facility and connects with San Diego Northern's *Coaster* commuter trains. Del Mar declined *Coaster* service (accepted by Solana Beach) due to anticipated traffic congestion, parking problems, and crowds, but did not believe Amtrak would move, despite the better operational considerations of a joint stop.

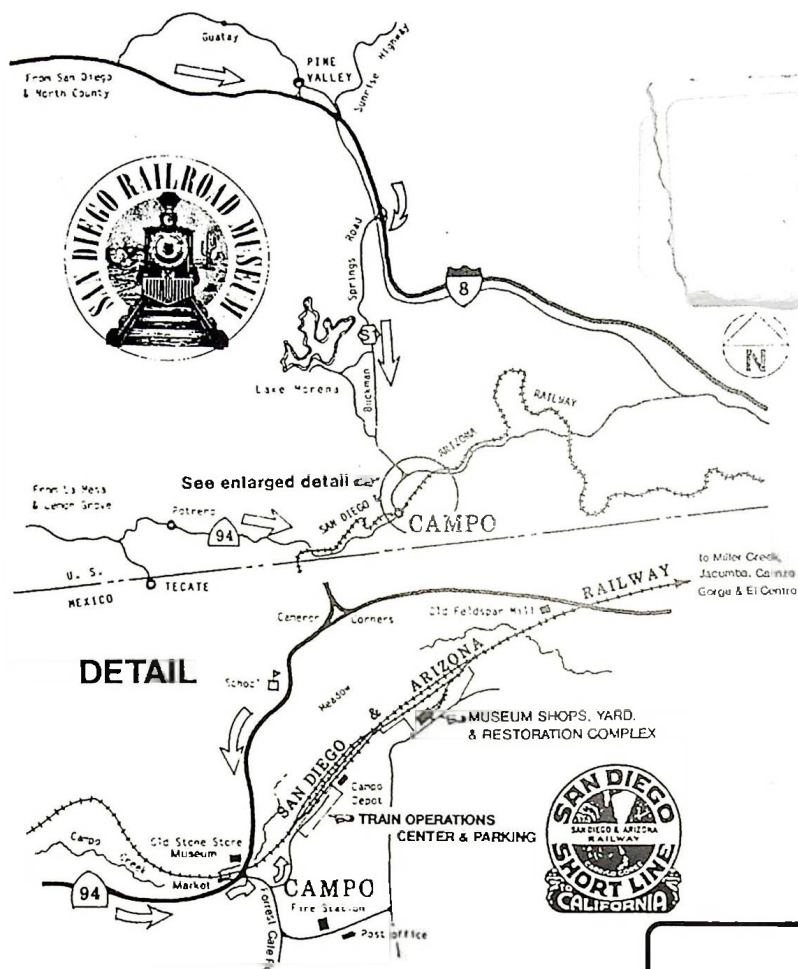
The loss of Amtrak service is having a negative impact on Del Mar businesses, particularly visitor-oriented ones, and the city has requested Amtrak begin serving it again. Solana Beach says it's invested in major developments based on Amtrak service, and wants to retain the popular *San Diegans* as well as the *Coaster*.

A seasonal stop at the Del Mar Racetrack, halfway between the Solana Beach and Del Mar stations, has been suggested, but financial, environmental, and community concerns need to be considered. In Orange County, almost all *San Diegans* stop at San Juan Capistrano, and one also stops daily at a non-staffed platform in San Clemente, six miles south, which suggests another possibility. It will be interesting to see what (if anything) happens.

*Bill Schneider*

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

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## REPORT

Official Publication of the  
 San Diego Railroad Museum

Editor: M. H. Hartjen

Printed: May 24, 1996

The Museum operates a 1 1/2 hour, 16 mile round trip train ride in Campo on Saturdays and Sundays at Noon and 2:30pm. Cost is \$10/Adults, \$8/Seniors, \$3/Children 6-12yrs, free for 5 years and under. A walking tour of the Museum is offered. The trainmen will take you into the back where restoration, mechanical and other work is going on. They will provide you with a history of the different pieces of equipment and a history of the Campo area.

### Directions:

The Museum is located about 60 miles east of downtown San Diego. Take Highway 8 east to Buckman Springs Road, follow Buckman Springs Road south for 11 miles. Buckman Springs will dead end into Highway 94 and you will bear right. Follow the road around the meadow, then turn left after you cross the railroad tracks. There will be a large sign that will tell you when to turn into the Museum.

## MEMBERSHIP FORM

Make checks payable to: San Diego Railroad Museum  
 1050 Kettner Blvd  
 San Diego, CA 92101

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Telephone: \_\_\_\_\_

Work Telephone: \_\_\_\_\_

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| <input type="checkbox"/> Individual - \$30     | <input type="checkbox"/> Life - \$500                |
| <input type="checkbox"/> Family - \$40         | <input type="checkbox"/> Gold Spike Life - \$1000    |
| <input type="checkbox"/> Contributing - \$50   | <input type="checkbox"/> Company Associate - \$1000  |
| <input type="checkbox"/> Supporting - \$75     | <input type="checkbox"/> Company Sponsor - \$2000    |
| <input type="checkbox"/> Sustaining - \$1500   | <input type="checkbox"/> Company Benefactor - \$5000 |