



July & Aug. 1996

REPORT

Volume 257

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

Only One Museum Does This!



Restored former Southern Pacific Ten-Wheeler #2353 powers the June Special eastward out of Tecate in a scene reminiscent of her service on the same line from 1927-1939. Tecate peak (3,885 feet) on the U.S. side of the border is obscured by SP #2353 thick smoke. This Mexico-USA vintage excursion train is North America's only steam-powered, international operating railway!

Photograph by B. Schneider

July & Aug 1996

Volume 257

SDRM REPORT

Official Publication Of The
San Diego Railroad Museum
1050 Kettner Boulevard
San Diego, CA 92101

Campo Museum Hours Weekends 9am-5pm
Classic Train Rides from Campo to Miller Creek:
Weekends & Holidays: Depart Campo 12:01 & 2:30
Private Cars & Special Charters Available

Special Excursions:

Ticket to Tecate: Oct. 5 & 19, Nov. 2 & 16, Dec. 7
Full Moon Dinner Train Aug. 24, Sept 28, Oct. 26
Tecate "Wine Tasting Tour" Aug 31, Sept 21

Executive Director's Desk

The difference between a junkyard and a Museum is a matter of how the collection is managed. It is an important concept to keep in mind for a railroad Museum especially, since we are also a collection of people who come together for divergent reasons.

Just collecting old railroad equipment and rolling stock does not make a railroad Museum. Just operating old railroad trains does not make a railroad Museum. Many have arrived at the conclusion that they would rather run a tourist railroad and not be a Museum. There is no disgrace in that whatsoever, and they almost always run with vintage equipment, but they are not Museums.

We have been careful, however, to place the concept of Museum in our very names and in our basic mission statement. We have a commitment to be a Museum. Like many Museums, we operate a railroad for tourists. That is an excellent way to fulfill our mission as a Museum, since it enables us to reproduce history alive rather than display it only in static form. We have many people whose joy is in operating, restoring and maintaining trains, who have no interest in Museums as such. That is also ideal for us as a Museum because without those enthusiasts we could not reproduce history: trains and track need crews.

All of that does not, in itself, make us a Museum. We have a mission as a Museum to share our world with those who join us as our guests and patrons. That world represents a way of life that was central to all Americans not that long ago. It is an interesting world and it reached out to encompass virtually all areas of life. We offer the public a fun trip but we also offer them a chance to experience a lifestyle. They, and we, can learn from the lessons of that lifestyle in ways that will directly impact our life today and make it better and richer.

Our trainmen and others interpret the experience as it unfolds for our visitors, including many things that are not directly ferroequinology but that have to do with life as it revolved around the train. A similar experience awaits those who visit La Mesa Depot or who choose to do their own interpreting at our excellent library.

All of that is as it should be. When it comes to the question of junkyard versus Museum, we could do much better in the way we manage and present our collection, operating or static.

First, a real Museum manages its collection. It is not enough to collect. We should not retain any artifact that we have no realistic hope of displaying in at least cosmetically restored condition. Such artifacts, big or small, need help in finding a home where they can be restored. Museums in general typically have an active trade of such items.

Second, the items that are left are restored, either to operating or static display condition.

Third, items are explained through signs, guided tours (usually self-guided) and other material. Our display building is the ideal focus for this; **WE NEED TO RAISE THE MONEY TO FINISH IT.** As well, the grounds at Campo cry for help in being organized as a Museum. Once past the section house, it looks suspiciously like a junkyard despite the individual priceless equipment sitting there. Remember that even the work areas in a living Museum such as ours are as much places to teach and inform as are the static exhibits. The work that we do on our equipment is a special technology that is a vital part of our interpretation. Getting that work done and safely are crucial, but they do not preclude visitors from viewing it and being told about it as they watch from a safe area.

We are at the beginning of a new five year plan. What a great time to implement a plan for Campo that will really work to structure the grounds so that people can see us as the living Museum we are and a plan for our artifacts that will enable all the ones remaining to shine, not to rust.

WHAT'S NEW...Campo Stationmaster Terri Gregory and the station agents have a home. The boarded window of the depot facing the Picnic area has been opened again. Tickets are now available from the ticket office behind it.

Gift Shop Manager Jean Rynders is gradually giving the gift shop at Campo a new look. Watch for the grand (re) opening of the downtown gift shop.

Our new donation from SP, locomotive #3873, is about to become a black widow, matching #1809. Watch for #3873 to be in service soon.

THANKS TO: All those who have been taking their turn on the tie replacement work crews. Each department of the Museum has been turning out to donate a day replacing ties on our main line under the able leadership of Mike Reading. We have a large number of decrepit ties needing replacement and it is a high priority item to get the job done. If you can spare some time and are not already signed up, check with the administrative office and we'll find a spot for you. There are many tasks on a track gang, so you do not have to be Godzilla in order to help (Godzillas welcome, however).

Win Mott

The Gathering of the Border Country

Brass hats, kumeyaay, hoggers, tallow pots, vaqueros, sergeants and gandy stiffs ... all are headed to Campo on October 12 and 13, 1996 ... not to mention early truckers, rainmakers, pioneer ranchers, surveyors and buffalo soldiers. All are part of the authentic and colorful past of the area. They are bound there for Border Californias Heritage Days, a celebration of the rich history of the border country since man first arrived in the Californias.

The special event is under the joint sponsorship of the San Diego Railroad Museum with its Living History and Railroad Operations Center and the two sibling historical museums in Campo; the Mountain Empire Historical Society, operators of the Gaskill Brothers' Stone Store Museum, and the Motor Transport Museum of San Diego, whose Preservation Yard is housed at the old Feldspar Mill. Each of these institutions is celebrating a 10th anniversary. It is ten years since the founding of both the Historical Society and the Motor Transport Museum and it is 10

years since the Railroad Museum began running our historic demonstration trains in Campo.

Three years ago, the organizations banded together to form an alliance known as the Border Californias Museum Association to establish consistent communication between the museums, to provide strength in cooperative applications for grants, and to concentrate resources in promotion of Campo area attractions to visitors.

Heritage Days in Campo will offer many such attractions. There will be three trains each day with an additional shuttle running between the three museum sites and special demonstration rail operations. Private and public oral history sessions will share personal recollections with visitors and, via audio and video recording, with future generations. Helping to staff this oral history effort are members of the Purple and White Alumni group of attendees from Mountain Empire High School prior to the 1950s. That organization will be holding its annual reunion in conjunction with the event, as will the buffalo soldiers and other troops who served at Camp Lockett in the early years of World War II. Buffalo soldier reenactors will join other individual-and-group, costumed, living-history performers in recreating the feel and moments from the past. Campo's famed 1875 shootout will be

portrayed for the visitor's information and amusement, as well as other exciting bits of period gunplay. Antique gasoline and steam engines will be on display as will WWII equipment typical of the Camp Lockett era. Period automobiles and trucks like those that traveled the first roads and highways through these mountains will be there. . . and series of short, fascinating presentations on transportation, communication, economic and social development in the back country will prove informative and provide a chance to come in out of the sun and sit a spell in the Campo Community Center, converted from one of the original Camp Lockett buildings.

If you would like to help with the preparation and staging of this truly historical event, please call the Railroad Museum's office at 619/595-3030 and ask to be put in touch with Jim Newland, the event's coordinator, or Rich Borstadt, the Museum's Superintendent of Interpretation. The Campo Community Center, Granny Martin Museum, Purple and White, Cavalry Associations, Antique Engine Collectors, and many other participating organizations from around San Diego County and within the Campo-Lake Morena community are joining forces with the Museums to celebrate. Mark it on your calendar as a MUST event to attend. And join us to help make it happen, if you have some time available between now and then.



Restoration Department

AT&SF RPO 74 continues to get closer to full restoration. All of the new steel walls around the windows have been replaced, with the joints filled and sanded, and new flat bracing installed. This couldn't have been done without these loyal Restoration troops: Dick McIntyre, Bob Haney, Dick Cupp, Frank Stites, Kevin Dudenbostel, Ted Kornweibel, and, from the machine shop, always helpful Fred Carnathan. Corrine Gallagher has helped us seek a donation of the expensive wire glass for the clerestory windows; by next REPORT we hope to have good news.

The new side doors have been painted, by Ted Kornweibel, and are ready for installation. Dick Cupp, Bob Haney, and Dick McIntyre have reattached all the steps that were removed from the car prior to its transportation from Houston to San Diego, and have also straightened out some "dings" caused by the crane when it lifted the car onto the trailer for its journey westward.

The major task for the next several weeks is to prepare the rest of the interior for repainting. This is a job that anyone can do. Now's the time for Museum couch potatoes to come out and learn the joys of "Jitterbugging." If you don't get the connection, call Ted at 461-0098 and he'll arrange for a demonstration.

We are encouraged by the response to our matching grant program. As you read in the last REPORT, if we raise \$3,000, Museum Life Member # 1 Herb Kehr will match that amount. Please send checks to the Museum office, clearly marked for the

AT&SF RPO 74 FUND. You can also support the project by buying one of the beautiful all-brass key tags, engraved with the Santa Fe logo (see photo). Call Ted Kornweibel, at 461-0098, or stop by the RPO car, to purchase one or several; they make great gifts!

Proving the versatility of the Restoration Department, it inaugurated the Museum's new tie replacement program on June 29. Who were these stalwarts who arrived at Campo at 7 AM, to get a start when it was cool? Two retired guys (you'd never

know it, by their energy): Allan Dillane and Jim Baker; two pencil pushers in their fifties: Frank Stites and Ted Kornweibel, and the best muscles of the crew: young submariner Kevin Dudenbostel and track maintenance supervisor Mike Reading.

The Museum's tie replacement program can now work even more efficiently due to the ingenuity of other Restoration regulars: Dick McIntyre, Bob Haney, and Dick Cupp got a compressor to work, adapted an air hammer for driving spikes, and also devised a tie-puller that makes things much easier.

Thanks, guys, from everyone in the Museum who will find tie-replacement easier as a result of partial mechanization of the job.

Each Department will field a tie gang about every six weeks. Call Ted at 461-0098 to help the next time Restoration pulls duty.

The fellowship is great and the work isn't too hard. There are lighter tasks for those who can't swing a spike maul. You don't have to be John Henry; anyone who knows the writer of these lines knows that!

Ted Kornweibel



Help support the RPO project by purchasing an impressive solid brass key tag, engraved with the classic Santa Fe logo and "RPO 74". This beautiful key tag was manufactured by Top Brass Co. of Spring Valley. You can buy them at the RPO car for only \$5.00

Photograph by Frank Stites



Kevin Dudenbostel (left) and Allan Dillane (right) are shown working on the Museum's tie replacement program on inaugural day June 29, 1996.

Photograph by Frank Stites

Santa Fe RPO # 74 Coming Alive Again!

Like steam locomotives, Railway Post Office cars have passed from the major railroad scene, but thanks to many people, they -- and those who worked in them -- will not be forgotten! Now undergoing careful, detailed restoration by our Museum's outstanding Restoration Department (and funded by generous donors!), former Santa Fe RPO # 74 is a living reminder of a great railroad tradition. From 1864 to 1977, trains carried up to 90% of U.S. intercity mail, and Postal Clerks in RPO cars such as this handled enroute sorting, pickup, and delivery of mail. You could drop a letter into an RPO car's mail slot in San Diego Monday, and it would be delivered in San Francisco Tuesday! For 3 cents!!!

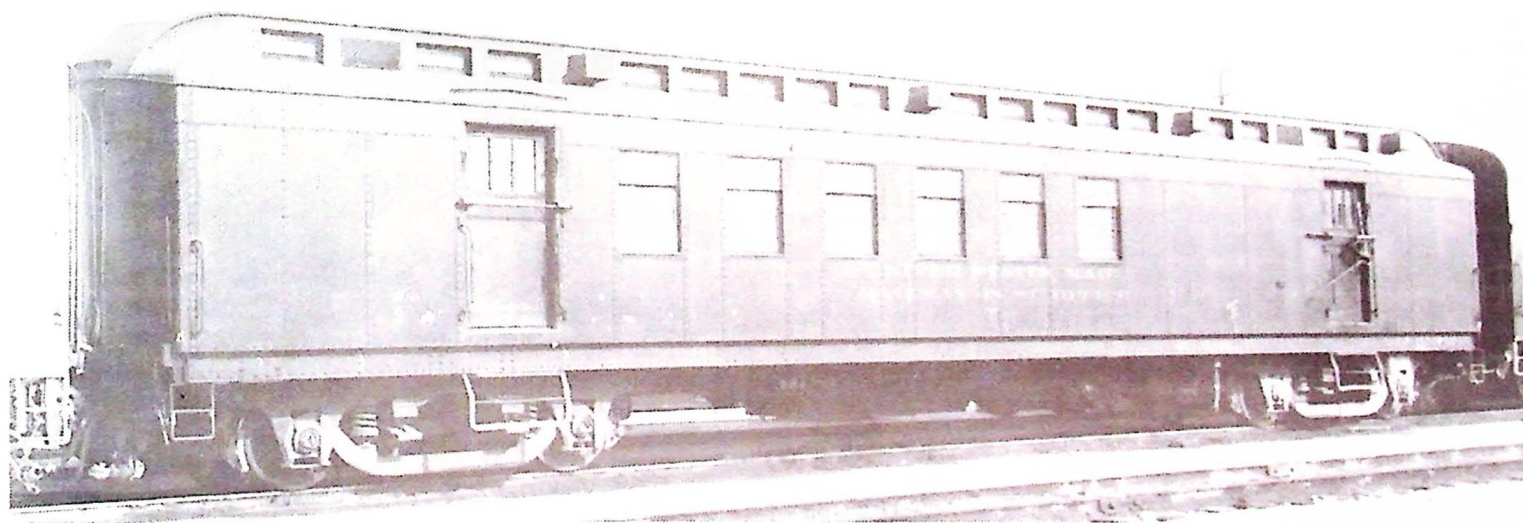
Built by The Pullman Car & Manufacturing Corporation at Calumet, IL in 1927, this car was part of Lot 6086, Spec. 1044, Plan 25C-1986 in the 70-79 series. The 128,300 lb. (64.15 ton) steel heavyweight is 60'8 1/4" long, 10'0 1/4" wide, and 14'2 7/16" high. It has four-wheel, 9' wheelbase ATSF trucks. New roller bearings replaced its friction journals in the 1950s. It has six barred windows and two sliding doors on each side, and is equipped with electric lighting, screened fans, a manual-control steam heat system, mail sorting counters that can be raised and hooked up, overhead bins, letter-sorting pigeonhole boxes with rotating name "headers" near one end, a safe, and catcher arms outside one door on each side. These arms were swung out to grab mail pouches suspended from rackside mail cranes without stopping the train, and then swung into the car for pouch removal.

Built for the Atchison, Topeka, & Santa Fe Railway, the car was painted in Santa Fe's Coach green (a dark olive, lighter than Pullman green) with yellow lettering. RPO cars were built to government specifications for the railroads, which owned these

cars and were paid by U.S. Post Office contracts per mile of running time (not when standing in stations). They almost always were placed at the head (front) end of passenger trains, thus were also referred to as "head end cars" along with other mail-carrying cars and baggage cars. They were staffed by specially-trained, armed U.S. Postal Clerks, who referred to their runs by the cities between which they operated: north to south or east to west, with north-south taking precedence. A similar RPO car, ATSF # 60, is at the Orange Empire Railway Museum in Perris, CA.

It's believed ATSF # 74 was often assigned to the Kansas City-Albuquerque run. It was also used on other routes, and was photographed in Los Angeles November 12, 1967. Its final runs may have been on the Clovis-Houston run (via Lubbock and Temple) on Santa Fe's Panhandle & Santa Fe and Gulf Coast & Santa Fe subsidiaries, as its pigeonhole lettercase headers were set for cities and towns along that route when it was acquired by our Museum. ATSF # 74 was retired in 1968, as the U.S. Post Office transferred its mail contracts to airplanes and trucks (the last RPO run was June 30, 1977). ATSF # 74 was sold to Intercontinental Steel for scrap on April 9, 1971, but was bought by a private party for use as a gift shop selling railroad paraphernalia in Houston, TX. Its interior was left intact, although an air-conditioner was added. Black signboards were placed outside the car's side doors, and its exterior was painted sky blue with silver roof and yellow lettering.

During the 1980s, the SDRM sought to acquire an RPO car to represent this aspect of railroading. Retired RPO Clerk and PSRMA Life Member # 1 Herb Kehr and his wife Josephine donated \$ 10,000, and other Museum members and former RPO Clerks also contributed to the RPO fund. When an ad offering ATSF # 74 for sale was noticed, inquiries were made, and the car was purchased by the SDRM for \$ 7,500 in December 1989 following much negotiation and work by former Executive Directors Jim Lundquist and Barney Barnier.



Santa Fe RPO #74 in Los Angeles November 12, 1967. The door at right has a catcher arm for catching mailbags on the run from trackside cranes.

*Photograph by R. Lowmyer. Print by S. Kistler.
Collection of D. J. Kegan*



RPO #74's interior looked good in 1990 after its arrival in Campo, but there was much work to be done. The work tables can be raised and hooked up.

Photograph by B. Schneider

The carbody was carried free of charge by Museum member Paul Goldstein's trucking firm from Houston to Campo, and arrived on April 4, 1990. The trucks and wheels were also moved free of charge by the Santa Fe and SD&IV, and arrived in Campo April 16, 1990.

A major donation of \$6,000 for the restoration of ATSF # 74 was made by the Las Patronas organization in 1990, which enabled the Museum to begin full-scale restoration efforts on the car.

Initially kept just north (railroad east) of Campo Depot, ATSF # 74 had its gift shop signs and wires removed, and was painted dark red primer with black roof in early 1991. In 1991-92, Museum workers repaired and rebuilt its trucks -- a very difficult and time-consuming job -- and it was moved to the restoration area near the carbarn in 1993. Since then it has been undergoing meticulous restoration by the Museum's Restoration Department. It's been stripped out, its windows removed for rebuilding and replacement, and a tremendous amount of work done. Restoration Superintendent Ted Kornweibel also conducts interpretive walkthroughs of the car for the public during the guided tours of the Museum grounds, explaining how RPO cars were used and what's been and is being done on ATSF # 74. He also notes more funding is needed to complete its restoration, and more volunteer workers would also help. Currently it's the

Museum's primary restoration project, and Ted's REPORT articles monitor the progress.

After restoration, the Museum hopes to videotape Herb Kehr and other former RPO Clerks "working the mail" as # 74 occasionally rolls along on Museum trains, as this type of work is now an almost "lost art", and needs to be preserved for posterity. It's hoped younger people can also be trained to preserve the RPO Clerk tradition at the Museum. Unlike steam locomotives, which are exciting to watch on the outside, RPO cars are exciting to watch on the inside, where many complex human tasks are performed. Volunteers will be sought to learn the intricacies of this work.

When restored, ATSF # 74 will be open to visitors on Museum tours, with videotaped and sometimes live mail-sorting demonstrations by former RPO clerks and others. It's hoped ATSF # 74 will run occasionally on Museum trains for special postal cachets, of interest to both philatelists and ferroequinologists -- and a source of additional Museum revenue. Special "International RPO" covers with both U.S. and Mexican stamps and a Campo-Tecate RPO cancellation, which only our Museum can provide, would be extremely unique, both as "collectibles" and souvenirs!

The SDRM is especially grateful to Herb Kehr for his initial and ongoing efforts and donations, and to Las Patronas for their great generosity. It's also appreciative to Jim Lundquist, Barney Barnier, Ted Kornweibel, and the many other donors of time, effort, services, and money to the preservation of this important artifact.

Bill Schneider



Restoration Superintendent Ted Kornweibel and Frank Stites work on RPO #74's hardware and windows in August, 1995. Repairs and replacements were badly needed!

Photograph by B. Schneider

RPO's Were Numerous and Busy

Following are condensed excerpts from The Evolution of Railway Mail by Bert Pennypacker in the NRHS National Railway Bulletin, Volume 60, Number 2, 1995.

For more than a century, Railway Post Office cars were America's foremost symbol of U.S. Mail transportation. Their mission was to process mail enroute, as clerks worked under conditions governed by the unyielding constraints of train speed, time, and distance. Each RPO was, in the truest sense, a completely equipped Post Office on wheels, having its own postmark identity and the ability to receive, process, and dispatch great numbers of mailbags moving from or to both city and town Post Offices or other connecting RPO's. The principal business of the RPO's was First Class letters and newspapers, plus limited quantities of other mail. Veritable mountains of Parcel Post and other bulk mail were handled in baggage cars which often were operated in solid mail and Railway Express trains.

That remarkable organization once known as the Railway Mail Service (RMS) probably reached its peak in the late 1940's, when a workforce of 32,000 clerks was required to handle the major part of an annual mail volume that had grown to an unprecedented 40 billion pieces. While many clerks worked in terminal offices attached to large passenger stations, their most noticeable function was, of course, manning the more than 3,000 RPO cars that operated upwards of 700 routes covering 165,000 miles of railroad lines from coast to coast. There was no typical route, although the average long haul for any one crew was no more than 400-500 miles.

More than four decades ago, when you could travel nearly everywhere by train, some 3,000 trains had RPO cars at their head ends, while perhaps more than twice that carried bulk mail in baggage cars. The RPO was easily recognized by its narrow loading door (which often was equipped with a catcher arm) and several small windows. The RPO usually was a section of a car that also carried baggage, and sometimes was a combination RPO-baggage-coach. While Post Office cars were owned and operated by the railroads, and such cars of each road had their own external configuration, all were built to structural standards of safety and internal specifications determined by the Railway Mail Service. It is interesting that the RMS standards for strength and safety were adopted by the Association of American Railroads for all passenger equipment construction.

Few people have ever seen the interior of an RPO. Steel pipe racks for holding open mailbags ran along both sidewalls, and above these were bins for sorting. There were work tables, and, at one end bulkhead, the pigeonholed lettercase occupied much of the wall space.

Near the loading doors were vertical steel posts forming three-foot square stalls where mailbags were stacked. Each RPO was equipped with a washbasin and toilet, usually at the opposite end from the lettercase. At station stops, letters could be posted through a slot in the side of each RPO, but it was often more expeditious to hand the mail directly to a clerk at the open door. Certain stations also had RPO mailboxes on the platforms, these being for train mail only, and were tapped by a clerk during the station stop.

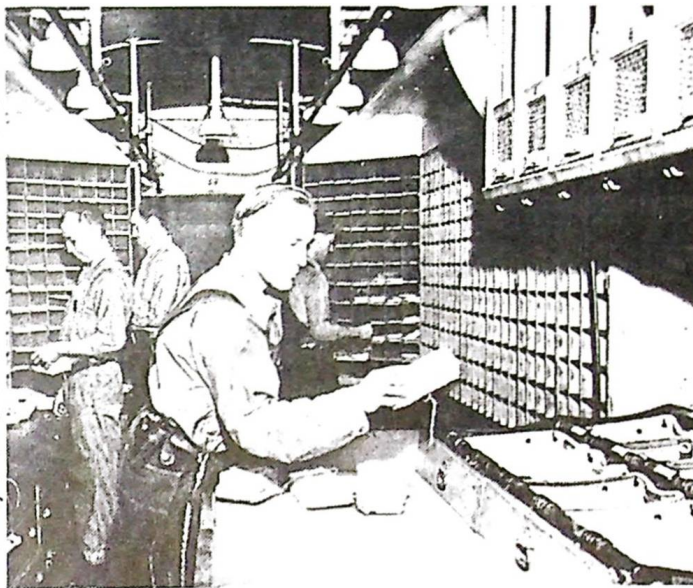
Have you ever wondered what actually happened in a working RPO? The following will describe such things as pouches and sacks and working packages and directs.

Pouches were the heavy canvas mailbags carrying first class letters and registry items; they were closed by gathering the top with a heavy leather strap whose metal end fitted over a padlock hasp; then a special postal padlock was snapped on. For especially valuable registered shipments, a rotary lock had serial numbers that changed with each opening and had to be recorded by each clerk who opened the pouch. Mail catcher pouches had large steel rings at top and bottom for fastening to mail cranes.

Sacks were used for all other classes of mail such as newspapers, advertising, magazines, Parcel Post, etc. They were closed by long drawstrings held together and cinched tightly by the sliding

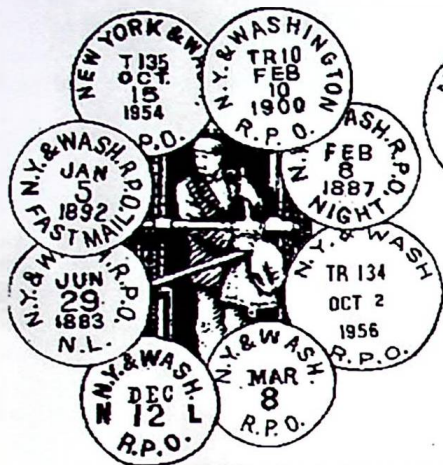
metal label holder. Sacks came in three sizes: the large No. one, the medium No. two, and the small No. three. Sacks might, or might not, be locked up. Only the mailbags specifically addressed to an RPO were opened and processed; all others directed to cities and towns were stacked in stalls.

Inside each pouch to be worked were packages of letters tied with string. Most of these were "directs", meaning that the entire package was going to the same town. These were quickly sorted into various pouches hanging on the pipe racks. Several other packets, always at the top of the pouch and trailing a long piece of string for quick identification, were also addressed to the RPO by facing slips covering the address on the top envelope. These were working packages, and had to be sorted in the lettercase. Tieouts of mail from the lettercase and closeouts of pouches from the racks preceded each station by a few minutes.



RPO Mail Clerk tosses a "direct" packet of letters into a pouch in Santa Fe RPO #58 during a run in the 1950's. Note the pigeonhole lettercases being worked by other clerks, and pistol on the clerk's belt. RPO #58 was sold for scrap April 9, 1971, the same day as the RPO #74. But #74 was saved and has a bright future at Campo!

(Photograph AT&SF Railway)



MOBILE POST OFFICE SOCIETY

A special "Last Day" cover marked the final run of an RPO in 1977, and commemorated the history of the route between New York and Washington

Collection of S. L. James



Bert Pennypacker is a member of the NRHS Philadelphia Chapter, has worked on RPO's and has written extensively for a number of publications. We thank him and the NRHS, and hope the above excerpts will give our members a better understanding of ATSF # 74's place in the context of American railroading.

According to Bryant A Long, author of *Mail by Rail* (Simmons-Boardman, 1951), the longest run of an RPO crew once occurred over the East District of the Kansas City-Albuquerque RPO on the Santa Fe. The run was 569 miles between Kansas City, MO and La Junta, CO. This is the same run on which ATSF # 74 reportedly was regularly used.

Perhaps the foregoing explanation suggests that railway mail work was relatively simple and quite uncomplicated, the glamorous type of job as expressed in magazines of many years ago in which a correspondence school spoke glowingly of "Travel for Uncle Sam and earn big money". An accompanying picture showed a mail clerk enjoying the passing scenery like a tourist as he lounged in the doorway of an RPO car.

Well now, the fledgling RPO clerk quickly found out he was required to know his train's schedule, its mail stops, the complete lists of pouches to be received and dispatched, mail catching points, and the geographical scheme for his area. Once on board, he discovered that the work was hard, mailbags were dirty and rough on hands and clothing, working conditions were swelteringly hot during summer months, and the train always was just a few minutes away from the next mail stop.

After descriptions of routes, equipment, services, and the decline of Railway Mail Service due to changing times and economics, Mr. Pennypacker continues:

During what might be termed "Black October" of 1967, a sweeping one-shot spree of RPO discontinuance's was the big blow that did the most to scuttle the RMS and, eventually, America's long-distance passenger services. At that time, some 162 trains on 20 railroads lost their RPO cars as the South and Midwest were hit hard and the Southwest and Far West were swept clean of RPO routes. The total loss of mail revenue to railroads was \$ 17.1 million, as 2,224 railway mail clerks were displaced into generally lower-paying jobs in ground-based processing centers.

America's last RPO route ... NY & Wash ... finally ended on the night of June 30, 1977, amid much publicity with appropriate ceremonies before the New York and Washington departures. The RMS had served the nation for 112 years, ten months, and 28 days.

Quarterly Membership Meeting Nov. 7 Reopening The SD&AE Railway

Rex Plummer, PLS, Rail & Transit Services, Boyle Engineering Corporation will present a slide illustrated lecture on the studies he has done as a requirement prior to seeking funding for reopening the line. He will also discuss extensions of the San Diego Trolley Line. A Question and Answer session will follow the lecture. The meeting will be held at 7:00 pm in the auditorium in the Cal-Trans Office Building in Old Town, 2829 Juan Street

H. Chalmers Kerr, Jr.

Movie Night On The Berkeley '97

The San Diego Railroad Museum's Movie Night on the Berkeley, held in the Fall of 1995, was a great success! Members and friends of the Museum have encouraged us to again have a similar program. Your wish is our command...

Mark your calendars for Wednesday evening January 15, 1997. The movies will be shown on the San Diego Maritime Museum's ex-Southern Pacific ferry boat the *SS Berkeley*.

The program will include the Walt Disney feature film "The Great Locomotive Chase". Three shorts will precede the feature. They are: "Barney Oldfield's Race For Life", "Pacific 123" and a Tom & Jerry cartoon "Kitty Foiled".

More detailed information and ticket order forms will be included in the September/October 1996 issue of the REPORT.

H. Chalmers Kerr, Jr.

New Rails in Baja?

Three projects of railfan interest were among the key ones mentioned in an article in the May 7 *San Diego Union Tribune* Business Section by Staff Writer Diane Lindquist on the Mexican government's plans to privatize much of Baja California's publicly owned infrastructure. The privatization is being done because the state's economical growth has "...far exceeded the infrastructure's capacity to support it", and the government does not have the capital to upgrade or build needed facilities.

The article said state and federal officials "...are moving forward" on a Tijuana Light Rail System to extend six miles from the border at San Ysidro to La Presa. This would be the first phase, and is estimated to cost about \$ 300 million. It's needed to relieve congestion in the fast-growing city, Baja California's largest

The other rail projects are construction of a new railroad from Ensenada to Tecate, and the privatization sale of the current Tijuana-Tecate-Lindero (US border) line.

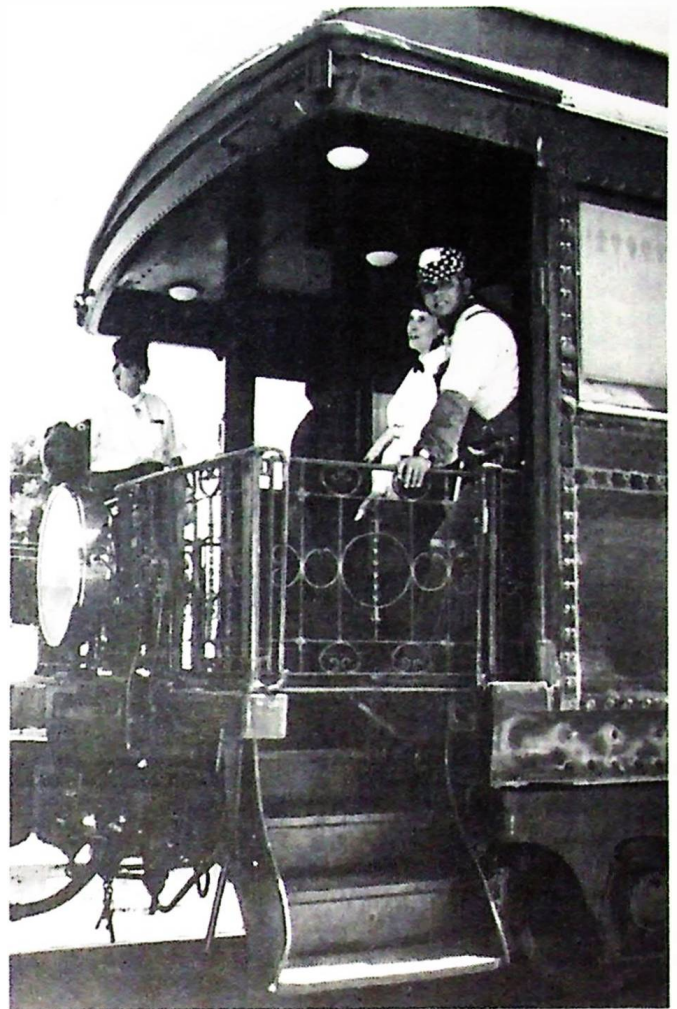
The Ensenada line will serve a planned \$260 million container terminal, and is also estimated to cost \$260 million. Going to Tecate rather than Tijuana shortens the distance to Mexicali (the state capital) and its rail link with the rest of Mexico.

The Tijuana-Lindero line was built in the 1910's by the San Diego & Arizona as its Ferrocarril Tijuana y Tecate subsidiary, part of its through San Diego-El Centro line. It was sold by SD&A successor San Diego & Arizona Eastern (then Southern Pacific-owned) to the Mexican government in 1970 for \$ 3 million. It became an isolated part of the Ferrocarriles Sonora-Baja California, later absorbed by Ferrocarriles Nacional de Mexico, its present owner. All trains on this line have been operated by the SD&A(E) or San Diego & Imperial Valley (or our museum!). Its only FNM rolling stock is Maintenance-of-Way equipment. The cost of privatizing this line has not been determined

The Ensenada-Tecate line and privatization of the Tijuana-Lindero line make it clear: Mexico is serious about linking Ensenada and Tijuana with the rest of Mexico by rail! A new all-Mexican rail line could be built from Tecate to Mexicali, but would be extremely expensive, especially in the Rumorosa Grade area. A better, more mutually advantageous, and less-expensive solution is reopening the SD&AE's Desert Line from the border at Division to Plaster City, where it connects with the SP to El Centro and the border at Calexico.

Through trains could run Mexico/Mexico via the USA, and USA/USA via Mexico with inspections and paperwork minimized by the North American Free Trade Agreement (NAFTA). As noted in REPORT # 255, most elected US officials support reopening the Desert Line, although a firm funding plan has yet to be finalized and approved in this politically charged election year.

Bill Schneider



Karla VonHuben, MaryAnne Thompson and Fred Perry on Santa Fe #1509's platform awaiting departure from Tecate behind SP #2353.

Photograph by B. Schneider



The first STEAM-POWERED passenger train in 45 years on the former Ferrocarril Tijuana y Tecate heads east out of Tecate June 2, 1996. The Museum's "new" restroom/refreshment car, ex-SP baggage car #6700 is at the right.

Photograph by B. Schneider

Deaccession Report

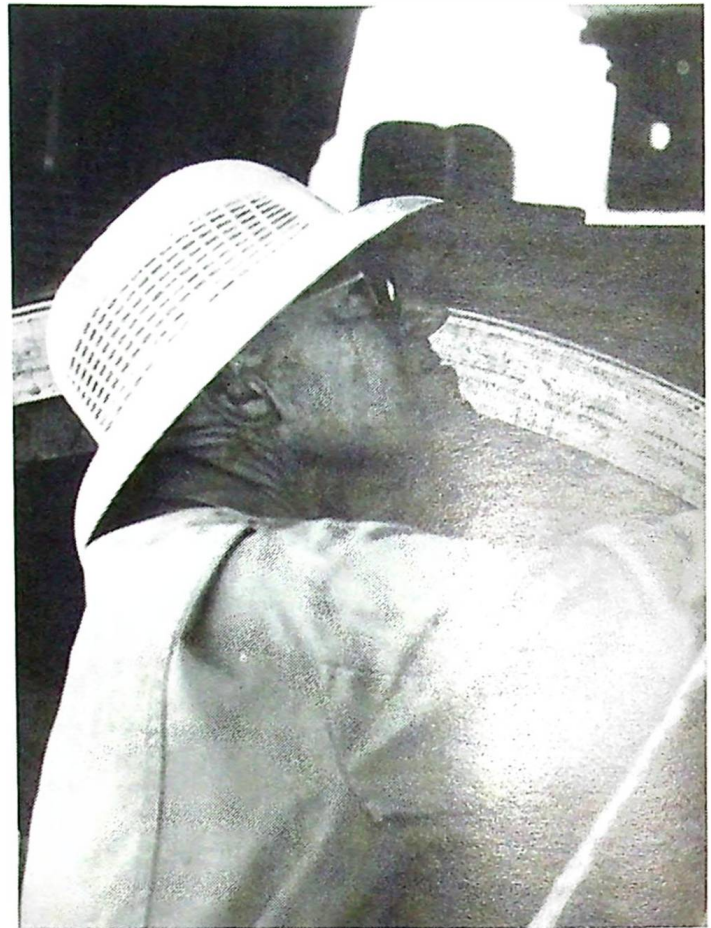
There have been several actions regarding deaccession of various rolling stock or equipment items from the Museum. At the board meeting on May 28, two motions relevant to deaccession were passed.

(1.) RESOLVED that the San Diego Railroad Museum actively pursues possible deaccession of the following Museum artifacts, and that said action be performed in strict accordance with the adopted collection's policy approved May 25, 1993. This list includes the following items:

- ▶ AT&SF Caboose #2286
- ▶ AGREX 45 Ton Diesel-Electric Locomotive
- ▶ O&NW Diesel Electric Locomotive #1
- ▶ USN 44 Ton Diesel Electric Switcher #65-0608
- ▶ PULLMAN #1257 (stored in Mexicali)
- ▶ PULLMAN #1531 (stored in Mexicali)
- ▶ Possible Surplus Track Speeders

(2.) RESOLVED that the San Diego Railroad Museum actively pursues the deaccession of the Shay (Hutchinson Lumber Company locomotive #3) for the purpose of retiring current Museum indebtedness. The Executive Director is authorized to proceed in serious negotiations to effect such deaccession by sale or lease on terms acceptable to the Executive Director and the President. The Executive Director is hereby authorized to effect such sale to a selected bidder who appears most likely to provide the best care and make the most appropriate research educational or exhibition use of the Shay. The Board hereby finds the deaccession procedures contained in the basic collection's policy adopted on May 25, 1993, have been met.

Offers have been presented since the Board meeting for the D&R coach and the Kennicott car #100, and we must therefore consider their deaccession as well. While the above items are obviously in various stages of the process, your comments are welcomed regarding any of the stock mentioned.



*Superintendent of Steam
Richard Dick at work on SP #2353*

Photograph by F. Stics



Is this Paradise Or What?

A Santa Fe freight train rumbles alongside Martin Luther King, Jr. Park across Harbor Drive from the Convention Center in downtown San Diego on a beautiful April day.

Photograph by B. Schneider

Replicating "The Golden State"

San Diego & Arizona Eastern Railway Company Time Table 74, dated May 7, 1939, lists the following cars likely to be used on "The Golden State," (the "P" prefix, added by author,

LIGHT WEIGHT OF PASSENGER CARS

	Car No.	Light Weight
Cafe-Lounge		166,000
Business Car	050	146,500
Comb. Coach-Baggage	174	136,900
Comb. Coach-Baggage	175	105,200
Comb. Coach-Baggage	176-178	115,280
Coach	200	108,900
Coach	201 to 205	107,900
Coach	206 to 208	112,500
Streamlined Chair (2428, 2430, 2431, 2437, P 7376)		104,500
Pullman	Wood	125,000
Pullman	Steel Underframe	145,000
Pullman All Steel (Fort series, P 2585D)		152,000
Pullman All Steel (Lake series, P 3585A)		163,500
Pullman All Steel (Camp series, P 2585D)		159,680
Pullman All Steel (Rock series, P 3979A)		167,700

refers to Pullman-Standard Plan Numbers):

The 050 exists in our shops, and the 175 at Orange Empire. The rest are assumed to have been scrapped, but a railroad selling a piece of rolling stock to a scrapper does not necessarily mean it has been scrapped. Most books assure the reader that General Motor's 1947 "Train of Tomorrow," and Union Pacific's big turbines, (#'s 1-30) were scrapped, yet the observation car, "Moon Glow," and UP turbine 26 have appeared at the Ogden, Utah RR station museum since 1988. UP turbine 18 is at Union, IL.

Despite the Tourist Railway Association, Inc., the Association of Railway Museums Inc., and Locomotive & Railway Preservation magazine, no one has come up with a comprehensive list of all rolling stock preserved, in scrap lines, or just sitting idle and abandoned somewhere. One would think that a buy, sell, trade, or make offer, periodical list of RR rolling stock, supplies, and services would be of great interest to the ever increasing tourist operations, museums, and private owners, but even with the wonder of computers, no one has yet taken on this task. Old car buffs have Hemmings, old RR buffs deserve something similar. With such a service, our museum and others could possibly locate and acquire some of the former SD&AE rolling stock, which COULD exist somewhere.

Drawing from our Great Steel Fleet, SP car #2693 is somewhat similar to SD&AE 200, (Plan 18236, Lot 4302, built 3-30-15) except that car 200 as-built had 4 wheel trucks (as did 2693) and a silver-painted roof.

The Rock series Pullmans (apparently named for the Rock Island portion of "The Golden State" route) are the same plan as "Centburne/Maria Elena."

As for replicating an SP train, a Plan 2521B car, the same as "Commandant," was used on the SP/UP/C&NW San Francisco Overland Limited, and named "Montezuma," (think of sponsorship of this car by San Diego State University Boosters and Alumnae!). SP also bought a Plan 2521B car and named it "San Bernardino."

SP also bought 3 former US Army Hospital Cars, and converted them to Baggage-Dormitory cars, #'s 3402, 3403, and 3404, for use on the San Francisco Overland Limited and The Challenger.

Lastly are the woodies: 2 wooden car bodies at Campo, 3 at Jacumba, and probably a few more further east. This is not to say that woodies would be practical in daily service, (see my letter to the editor, L&RP, Nov-Dec, 1994, p. 7), but Western movies seem to be coming back, and such a train could be run on special occasions.

R. L. Scheuerman

Tourguides, Station Agents, Trainmen Bring Rail History To Life For Museum Visitors

This is from the Orange Empire Railway Museum GAZETTE, but is equally applicable to the SDRM. Thanks, friends!

Help Unlock The Door To The Past!

To those who know and understand them, the Museum's preserved railway cars and locomotives are valuable works of art, functional tools of previous generations, and today's tools to learn about life in the past. In many ways, however, like books in a library, these artifacts have little value if people do not understand them.

Most visitors to the Museum are from a generation that didn't grow up riding streetcars to work or the store. Many have never taken an interurban car or passenger train for a business trip, to visit relatives, or travel on vacation. Their contact with freight trains has been limited to grade crossings. They come to our Museum without prior experience.

If you like working with people, enjoy studying rail transportation history, have good communications skills, are a Museum member, and are willing to donate one Saturday or Sunday per month, why not consider volunteering as a host? Help provide Museum visitors with the keys to understanding!

The SDRM needs more Station Agents at both Campo and La Mesa Depot on weekends, and many more Tourguides and Trainmen at Campo on weekends and one Tuesday a month. You decide when, and we'll train you to help visitors learn facts, not fiction! It's simple, easy, and rewarding.

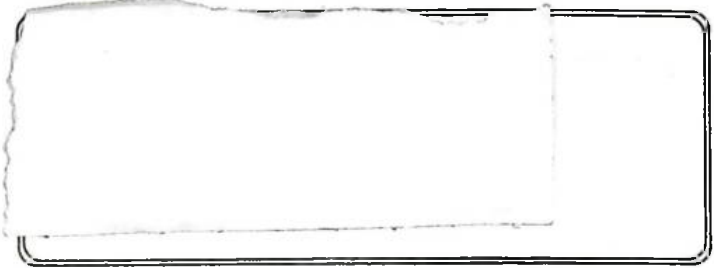
Call the Museum office now at 595-3030 to volunteer. You are needed! Infirmities, age and lack of a car don't matter; La Mesa Depot is "in town" next to trolley and bus stops!

Bill Schneider

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



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**For more than a century, Rail-
way Post Office (RPO) cars
were America's foremost sym-
bol of U.S. Mail transportation.**

**Have you ever wondered what
actually happened in a working
RPO?**

*Top Photo - Postal Clerks at work in an
RPO car in the 1940's.*

Photograph - U.S. Postal Service

*Bottom Photo - The fixtures in RPO #74
indicate what a true classic from the
"golden age of railroading" it is.*

Photograph by B. Schneider

