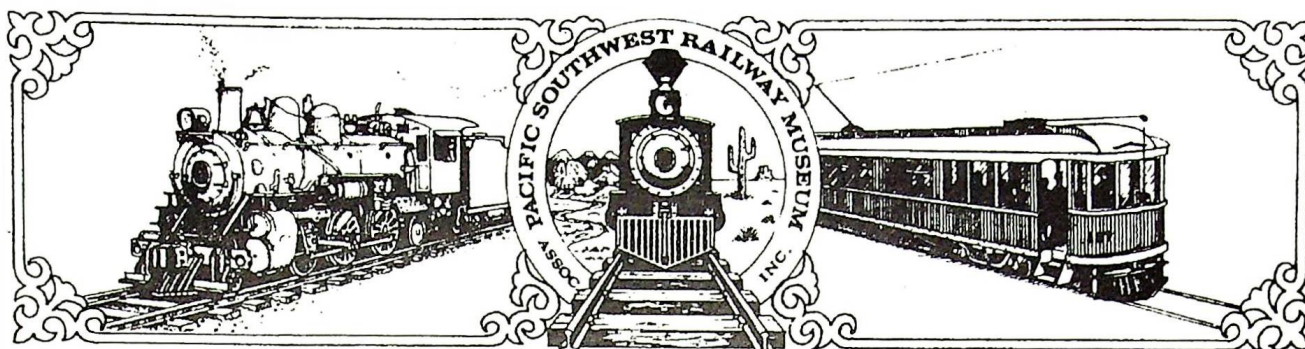


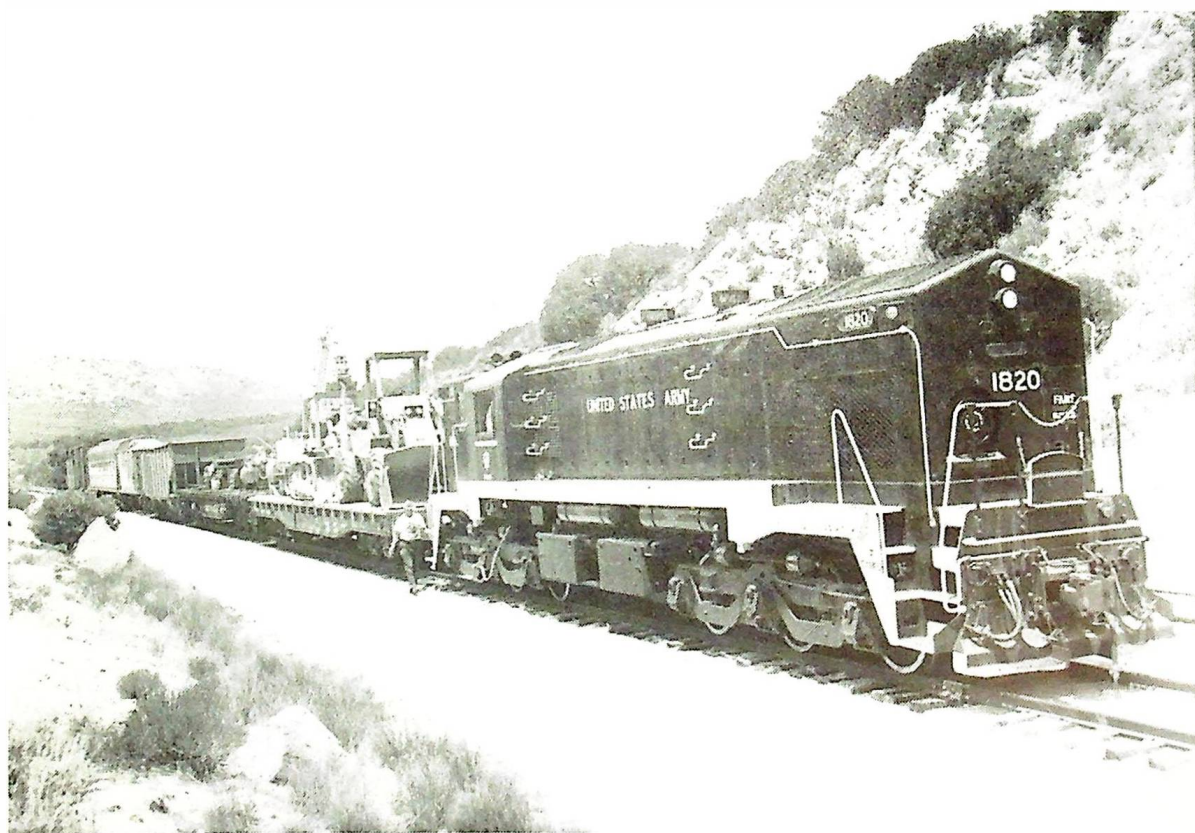


Sept & Oct 1996

REPORT

Volume 258

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



The Museum's ex-U.S. MRS-1 #1820 with a work train stops at Miller Creek on August 24, 1996 to unload a volunteer track maintenance crew and prepare to shove the train up to the SD&AE's old Clover Flat borrow pit. Operations Department Superintendent Mike Reneau prepares to uncouple the locomotive for the runaround.

Photograph by R. E. Pennick

Sept & Oct 1996

Volume 258

SDRM REPORT

Official Publication Of The
San Diego Railroad Museum
1050 Kettner Boulevard
San Diego, CA 92101
Voice: (619) 595-3030
Fax: (619) 595-3034

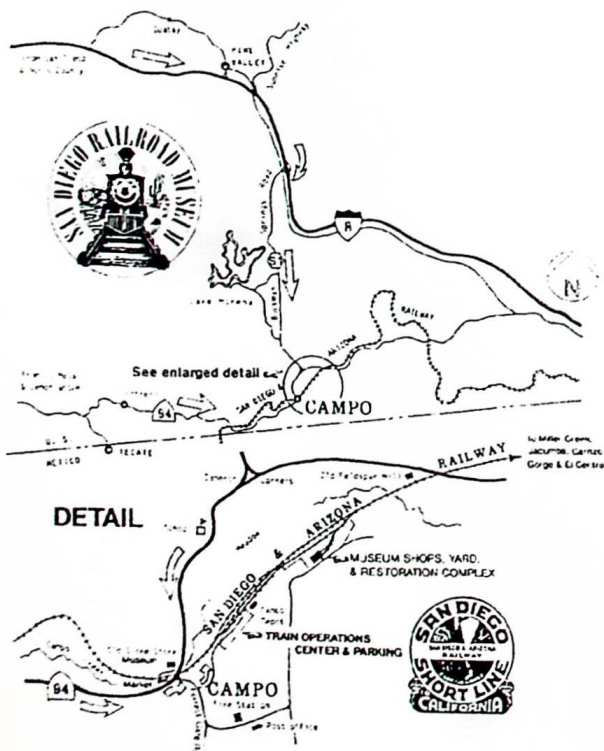
Campo Museum Hours Weekends 9am-5pm

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: Nov. 2 & 16, Dec. 7
Copper Canyon Adventure Nov 15-25



From The Executive Director's Desk

As we begin a new fall season, allow me a few words in praise of volunteers.

Because we are an organization composed primarily of volunteers, it is easy to forget praise, since we have become accustomed to the routine of volunteers performing in virtually all capacities in the Museum. It is common for volunteers to staff most functions in museums of all kinds. In our nation, with its contempt of learning the lessons of history, organizations promoting historical and cultural heritage themes do not benefit much from the GNP. What in other parts of the world would be considered a comfortable career is in the U.S. an unpaid function.

All the more reason to praise those who step forward to show a forgetful society the lessons of the past. This includes docents and trainmen who speak of the past as well as operating crews and restoration workers who recreate the past. You are not unlike the prophets of old, who both spoke and demonstrated lessons to a wayward society which had forgotten its heritage and purpose. If by praising with such a comparison, I have laid on the volunteer a burden to convey an essential message of vital importance to our visitors, I cannot help that; it is, in fact, true.

What you do, unpaid, is far more important than what most people in our society do for money. That many of you need to earn a living as I do, and cannot spend infinite hours volunteering is something that goes without saying. That so many can find a large number of hours to volunteer along with the duties of making a living is grounds for high praise indeed.

On top of all that, we run a railroad with volunteers. As a shortline president once said, it may not be as long as UP or BNSF, but it's just as wide. Furthermore, our cargo is the most precious possible: human beings. Long ago, most railroads came to prefer HazMat cargo as it was easier to handle. Running a passenger railroad especially requires skill, discipline, cooperation and a large dose of good sense. It is not enough to simply like trains and have weekends free. That so many are willing to do the training and take the care required to run a safe and reliable operation deserves high praise.

A word to those who do not (as yet) volunteer. You are missing out on a high calling and on the fulfillment of doing an essential job and being part of a group that really does make a difference in our world (see the paragraphs above). We *NEED* you; but perhaps you need us as well. There are tasks to fit every skill, ability and interest...and along with all that it IS fun.

Think about it. Until you join them, please join me in giving praise to our volunteers.

Win Mott

From The Director Of Campo Museum Operations

There have been some changes to the management team at the Museum. Gary Sweetwood has relieved acting Superintendent of Mechanical, Safety Officer and chairman of the certification board. Lou Wolfgang, of the duties of Superintendent of Mechanical. His task is not only the diesel motive power but steam as well. Assisting him will be Bob Miles as Steam Motive Power Foreman and Matt Adams as Diesel Motive Power Foreman. Gary brings a wealth of experience and an unbeatable enthusiasm to the Museum. He was instrumental in getting the 1820 on line, has done extensive work on the 1809, and has drafted a repair/ restoration program that will have all of our major diesel road locomotives operational. This includes the repair of Alco 2098 and 2104, repairing the Fairbanks Morse H-20-44 #408, the Baldwin AS-616, and of course our newest motive power acquisition St. Louis Southwestern (Cotton Belt) GP-9 #3873. Welcome aboard Gary.

Speaking of restoring units, a lot of restoration effort, especially in the formative years of the Museum, was accomplished at members homes (as a matter of fact, it still is). However, records are scant as to what went where. If we are to complete some of these projects, we need to know where the parts are. So please, look through your garages and storage sheds. If any of you have parts, pieces, publications or equipment that belongs to the Museum please call us at (619) 595-3030 or fax us at (619) 595-3034. Let us know what the status is. If it is still being worked on, fine. If it is just gathering dust, let us know and we will be more than happy to arrange to have it picked up. These parts and publications are really important to our efforts. A little part that does not look like much may be irreplaceable. Your co-operation will really be appreciated.

The last portion of this article deals with one individual. There are a lot of people accomplishing a lot of tasks at Campo, some of them quite visible. There are other people that just do what they can for the Museum weekend after weekend with little or no fanfare. One of these people is Mike Reneau. Mike is our Superintendent of Operations, the largest department in the Museum. He is responsible for ensuring that our trains leave twice a day properly staffed, mechanically in order and on time. A lot of weekends you won't see him because he is filling in as Conductor, Brakeman, or Engineer on the Miller Creek train, or moving rolling stock in the yard to accommodate another department or project. As he is always trying to accommodate others, projects that he has taken on (Mike is the one who wired the baggage car for the new generator) are usually completed after everything else is done. It is not uncommon to see him working on a project at twelve or one in the morning. His dedication to the Museum is indeed an example to all of us. Thanks Mike for a job well done.

See you at Campo

Denby Jones

HO Layout To Be Auctioned Fund-Raiser For RPO Car

Master railroad modeler Matt McMenamin has donated a fine HOHOn3 layout to raise funds for the restoration of AT&SF RPO 74. The layout is on display at the San Diego Model Railroad Museum in Balboa Park. Their hours are Tuesday through Friday, 11-4, and Saturday and Sunday, 11-5. The minimum bid is \$1,000. Sealed bids will be accepted until November 15, 1997. SDRM members wishing to view the layout will receive a \$1 discount off admission by showing their membership card (through November 15).

This outstanding layout is "ready to run." Replicating an Arizona copper mining district, vintage 1930-1940, it includes two independent mainlines and a narrow gauge (HOn3) figure-eight loop in the hills, with dual trackage at one point. Rail is Shinohara nickel silver, with no. 6 switches on the mainline, powered by hidden switch machines. Two independent solid state pulse power packs (with volt and ammeters) allow operation of three trains simultaneously from the built-in control panel. Structures include a lighted freight station and mining head frames, ore dump, and trestles.

The layout measures 4 feet by 6 feet, and can easily be expanded off a standard gauge spur track. It is built of open frame 1x6 construction, with legs and casters. Scenery is plaster on chicken wire. Matt estimates he put at least 2,500 hours into construction. All you need to do is add rolling stock and highball!

Pay a visit to the San Diego Model Railroad Museum to view this beautiful little layout; say hello to our friends there and thank them for allowing us to display it. Then submit sealed bids to the San Diego Railroad Museum office, 1050 Kettner Blvd., San Diego, CA 92101. For further information call Ted Kornweibel at 461-0098.

Ted Kornweibel



Museum-restored SP #2353 is seen here heading east alongside the Motor Transport Museum near Highway 94, with Campo Operations Director Denby Jones visible atop the tender on Labor Day weekend.

Photograph by B. Schneider

Museum Ongoing Trackwork

The Museum is required to provide maintenance on that portion of the San Diego & Arizona Eastern Railway track it uses between Campo and Miller Creek, as a part of the operating agreement with owner MTDB.

This maintenance includes replacement of a minimum number of cross-ties, broken or worn-out rails, spikes, joint bars, tie plates, repair of switches, maintenance of ballast and roadbed, and other work.

But even if these tasks were not required by the track's owner, they would be necessary for the safe movement of the Museum's trains over the line. So, in an effort to fulfill our maintenance obligation, each Museum department has scheduled an ongoing track maintenance weekend on a round-robin basis until all 9 miles are completed.

On a recent weekend, it was the Operations Department's turn to provide the manpower, tools and equipment for its designated workday. Thanks to the donation of a D6C Caterpillar dozer, Takeuchi trackhoe and two operators (arranged for by our new Mechanical Superintendent Gary Sweetwood), a lot of needed work was accomplished. The two equipment operators were the respective owners of the machines: Benny Wright owns Wright Backhoe and Al Frowiss is the owner of Frowiss Grading & Excavating. Benny's granddaughter Jailene Radtke was also along for the ride.

Early on this particular Saturday, Denby Jones and Mike Reneau made up a work train consisting of 1952 MRS-1 #1820, DODX flats 31906 & 38128, U.P. hopper 7801, San Diego & Imperial Valley hopper 1300MW, San Diego & Arizona Eastern boxcar 1086, Amtrak dormitory 1500, and ATSF caboose 999371 to haul the workers and tools. The dozer, trackhoe, and the Museum's front-loader were loaded on one of the flatcars with a hastily-prepared dirt ramp near the new storage building at Campo, and replacement ties were loaded on the other. Once the tools and warm bodies were loaded into the caboose, it was time to high-ball to Miller Creek and the old Clover Flat borrow pit, about 1/4 mile east of the Miller Creek station sign.

The track tools and most of the day's volunteers were dropped off at Miller Creek,

where about 8 rotted or split ties were replaced on the siding there. The train and equipment then continued on to the borrow pit site where the gondola was loaded with D.G. for use later, repairing the roadbed at various locations along the line.

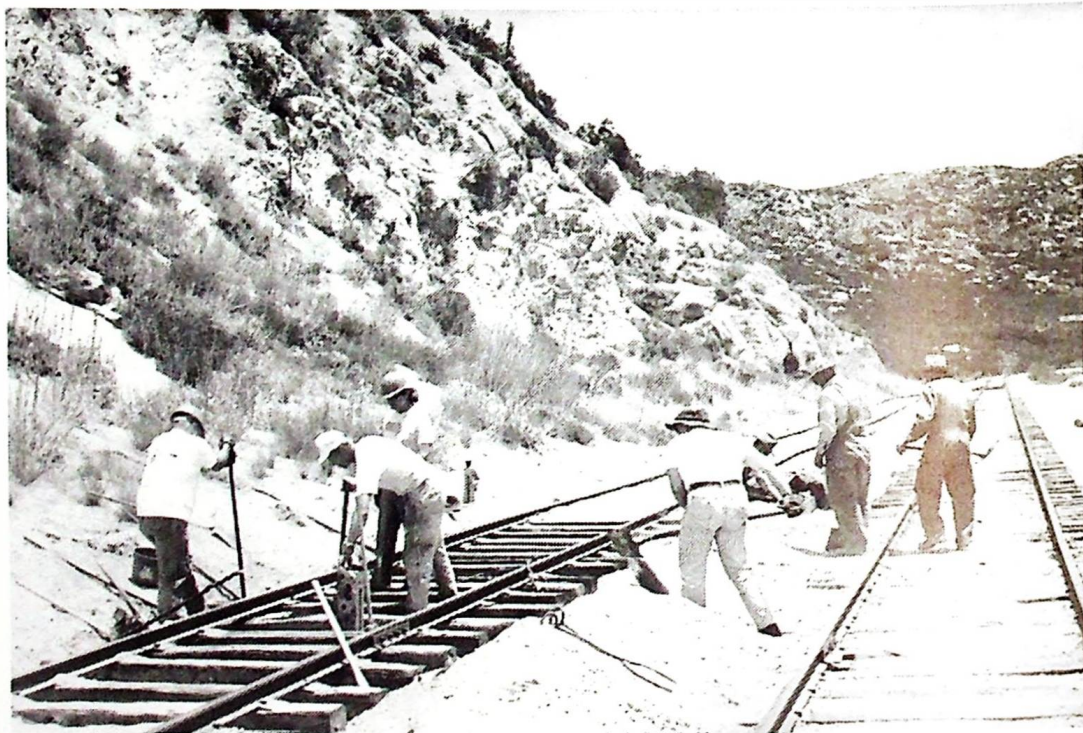
As vitally necessary as this work is, it is NOT glamorous or easy. Most of the work days this summer have been rather warm to downright HOT! Water and other liquids have been consumed in copious quantities. Some tasks are more physically demanding than others. Each person on the team is encouraged to do only that which is within his or her capabilities and comfort level.

In spite of the challenging nature of the work, much has been accomplished. But the effort must continue for as long as necessary to fulfill our obligation to MTDB. As the weather cools this Fall, the work should be much more enjoyable.

Helping on August 24 were the following hard-working and sincerely appreciated volunteers: Denby Jones (1820 engineer), Mike Reneau (fireman/brakeman), Scott Johnson, Allen Andrews, Bruce Semelsberger, Gary Sweetwood, Mike Reading (coordinator), Al Keevil, Cliff Pennick, Dick Pennick, Brian Brewer, Bill Adams, Al Dillane, Dick Ruppert, Bob Nickles, and Matt Adams.

Come on out and do your thing for the Museum and share in the time-honored tradition of railroad track maintenance. Call coordinator Mike Reading at 277-5168 if you would like to lend a hand.

Dick Pennick



Museum volunteers replace rotted ties in the siding at Miller Creek on a hot August 24, 1996. The most elder statesman in this photo is 79 year old Cliff Pennick at extreme right, which proves that age is no obstacle for involvement in this very necessary work. In the steam days on the SD&AE the 30,000 gallon Clover Flat water tank sat at the far end of the siding directly over Cliff's head.

Photograph by R. E. Pennick

Reopening The San Diego & Arizona Eastern Railway

Quarterly Membership Meeting November 7, 1996

Question: Is there light at the end of the tunnel? Mr. Rex Plummer, Project Manager for Boyle Engineering Corporation, and Jim Neal, Project Manager for Boyle Engineering Corp., will present a slide illustrated lecture on the studies done to reopen the SD&A Rwy. Many aspects of the task will be covered including, feasibility of the various proposals, how much money will be required, port, yard, customs and immigration facilities needed, and any late breaking developments. As an added bonus extensions of the San Diego Trolley will be presented. Both presenters will field questions after their lecture.

This quarterly membership meeting will be held on Thursday November 7, 1996, at 7 pm, in the Cal Trans Auditorium, 2829 Juan Street, in Old Town San Diego.

Easy access is via San Diego Trolley, City Buses, and 1-5/I-8. Free parking is available at various Old Town lots, also Cal Trans is opening one of their lots for the evening. Come early and bring the family and have dinner at one of Old Town's many fine restaurants which offer food at prices to meet all budgets. Hope to see you there and please bring a friend.

In this issue of REPORT, please find a flyer with details and a map showing the location of the Cal Trans building and parking lot.

H. Chalmers Kerr, Jr.

RPO Car Ready To Paint Matching-Fund Drive Nears Goal

By the time you read this, AT&SF RPO 74 will be ready for exterior sandblasting and painting. Nothing but the best for this project, it will wear a durable coat of railroad-grade DuPont Iron paint. Exterior preparation has been painstakingly done by a number of faithful volunteers. Dick McIntyre, Bob Haney, and Dick Cupp have done a great job repairing rust damage, welding steps, and just a whole lot of fine metal-work. Patching, grinding, and sanding has been done by Frank Stites, Kevin Dudenbostel, Jim Campbell, Ken Faller, Dallas Higgins, and Ted Kornweibel. Dave and Laurie Jones, as well as Frank Stites, have begun to glaze the new windows. Thanks, guys and gals. We couldn't do it without you.

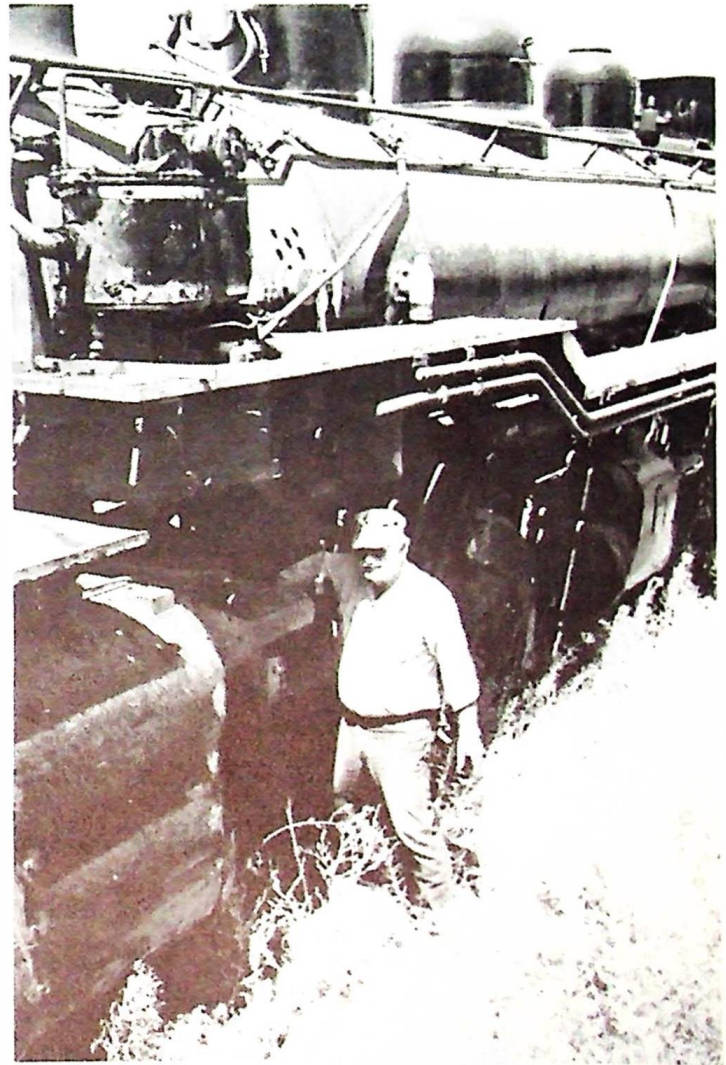
It's time to mention those who have kept the project going through their generous donations. The Matching Fund Drive--we need to raise \$3,000 to match Herb Kehr's \$3,000 donation--is getting close to the top. Donors, as of September 12, are Frank Stites, Ken Faller, Wesley Compere, Gerald D. Broady, Mr. & Mrs. Ken Cohen, Col. Bill Niedrich, Lora Mac Boch, Mr. & Mrs. Michael O'Brien, James Harlow, Ted Kornweibel, and an anonymous donor. Special recognition goes to Roger Garrett who has raised hundreds of dollars in the Los Angeles/Orange County area through the sale of Dudley's bread. This couldn't

be done without the generous cooperation of Mel Ashley, owner of Dudley's Bakery in Santa Isabel. In fact, Roger's gifts are being doubled by his employer.

Key tags are selling briskly, bringing in more funds to help us reach our \$3,000 goal. If you haven't purchased one yet, don't wait until they're all gone. You can buy these beautiful all-brass tags, engraved with the Santa Fe logo, for \$5 at the Museum office, the La Mesa Depot on Saturday and Sunday afternoons, and at the RPO car in Campo on Saturdays.

How about putting us "over the top" on our matching fund drive? As of this date, we have raised over \$2,000, thanks primarily to the generosity of the folks listed above. Donations of \$100, \$50, \$25 will help us really leap ahead. If your employer has a matching program, your gift can go even farther. I am confident that, with your help, we can announce in the next REPORT that we have reached our \$3,000 goal. Checks sent to the Museum office should be labeled "RPO 74 fund." Thanks for your support.

Ted Kornweibel



Rich Childs was busy doing preventive maintenance on California Western #46 September 1, 1996.

Photograph by H. Schneider

Desert Railroad Locomotive Displayed At La Mesa Depot

As they pass the century-old La Mesa Depot Museum, more people see Mojave Northern Railroad steam locomotive # 3 than any other museum-owned locomotive! The chunky old desert ore-hauler contrasts greatly with sleek San Diego Trolley LRVs passing by just a few feet away.

As fuel and water for this six-wheel switcher with no pilot or trailing wheels are carried in an 800-gallon oil tank and a 2,000-gallon water tank on the locomotive frame "saddling" the boiler instead of in a tender (giving it excellent rearward visibility for switching, and a chubby, stubby appearance), it's called an O-6-OT Saddle tank locomotive, or Tank engine (as in Thomas, the Tank Engine [British-style!] children's books).

MN # 3 was built by the Davenport Locomotive Works in Davenport, Iowa, a locomotive builder from 1902 to 1956, and was delivered May 13, 1923. Builder's # 1972, it weighs 118,000 lbs. (59 tons), has 42" drivers, 17" x 24" cylinders, 190-lb. boiler pressure, 15,275-lb. tractive effort, Stephenson Link Motion valve gear, headlights at both ends, and type "D" couplers. An air compressor and small air receiver tank are on the left side, just in front of the cab, and a long cylindrical air receiver tank, believed added between 1940 and 1948, is atop the left front of the saddle tank. MN # 3 has wooden cross timbers instead of a cowcatcher, and wood running boards on both ends to provide standing places for crew members during yard switching moves. It has a wooden cab with steel plates on its lower exterior, possibly added later. Awnings over its cab windows were removed prior to July 1966, and its wooden cab doors taken off in 1980.

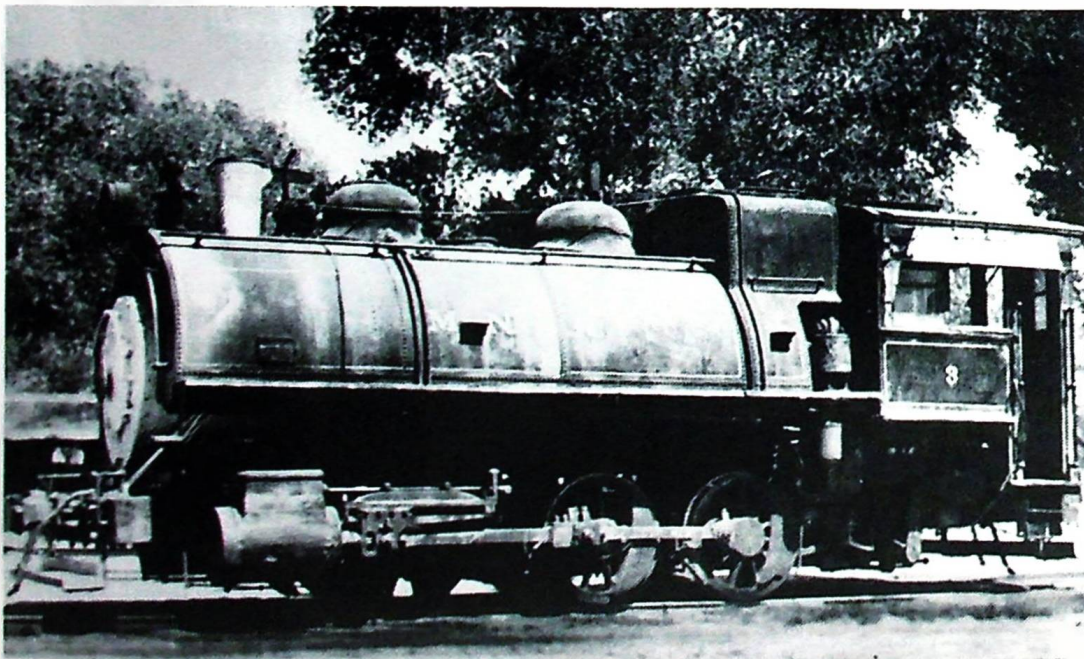
This little "teakettle" went new to the Mojave Northern Railroad, built in 1915-16 for the Southwestern Portland Cement Company from its plant at Leon (probably named for MN builder Carl Leonhart) in northern Victorville, CA, 5.5 miles to the Sidewinder valley in the Mojave desert, where lime rock was loaded from trucks into MN ore cars. In 1947, the line was extended five miles to a new loading dock near Bell Mountain, and in 1951 seven more miles to SWPC's Sidewinder mine (Reserve Quarry) at Sidewinder Mountain. It's still in operation.

The SWPC owns the plant, quarry, and all equipment. It leased the "Common Carrier" MN until 1925, when it took over full ownership and changed its status to "Plant Facility". While a Common Carrier, the MN also carried passengers (probably SWPC workers), although it wasn't shown in Official Railway Guides, and listed as equipment only two locomotives and a tank car! Never lettered for the SWPC, MN # 3 served mainly in the cement plant area.

On May 5, 1957, MN # 3 pulled a gondola and a flatcar with wooden guard rails and an observation platform on a well-patronized Railway & Locomotive Historical Society (Southern California Chapter) excursion, making a great amount of smoke and noise! It was rarely used after that, and within a year was replaced by diesels.

MN # 3 was painted in several black schemes. In 1940, it had silver running boards, boiler front, and trim stripes in rectangular boxes around its tanksides "MNRR" and cabsides "3". By 1948 the boxes and "MNRR" were gone. In 1957, it was repainted for the R&LHS fan trip with silver trim, boiler front, wheel rims, drivers, and headlight. New cabside trim boxes were square in shape, and the numbers larger. "MNRR" was repainted on its tanksides, but without trim boxes.

MN # 3 was donated to the PSRMA on Friday, the 13th of May, 1966 (its 43rd birthday!) by the SWPC, after a request by Life Charter Member Terry Durkin.



Famed Rail Photographers Phil Middlebrook and Stan Kistler shot these views on MN # 3 at Leon (Victorville), California eight years apart.

Middlebrook's photo (left) was taken on April 14, 1940. It shows the rectangular tank and cab trim boxes and air compressor (but no tanktop reservoir tank)

Photograph by R.P. Middlebrook

Since the PSRMA had no facilities of its own at that time, storage space was rented at the Orange Empire Trolley Museum (now Railway Museum) near Perris, CA. MN # 3 was moved by the Santa Fe (with Santa Fe engineer Durkin riding in the cab), and snap-tracked the last half-mile to OETM rails August 6-7, 1966. As MN # 3 had a damaged crown sheet in its firebox requiring major repairs, and was condemned by state inspectors after April 1967 hydrostatic tests, it was not operationally restored.

A photo of MN # 3 was in a 1967 Trains issue. It was maintained at Perris by member Charlie Holcomb until he died in April 1977. During 14 years of storage in an open, unfenced area, MN # 3 was vandalized, and many of its parts were stolen, including gauges, bell, builder's plates, Pyle generator, valves, air brake and compressor parts and controls, etc.

In mid-1980, the wooden cab doors were removed by PSRMA workers, and the engine was fully cleaned and repainted. The 1937-type larger numbers were repainted in the older-style rectangular trim boxes. The tanksides trim and "MNRR" lettering were not reapplied.

On January 9, 1981, MN # 3 arrived in San Diego with another museum saddle-tanker, E.J. Lavino # 10, on their own wheels after many weeks of preparation at the OERM and three days enroute on the Santa Fe. Transferred to La Mesa by the SD&AE (PSRMA member Gaylen Dyreng was the SD&AE engineer), MN # 3 was displayed at the north end of the La Mesa Depot Museum train exhibit. A new headlight donated by Wally Barber and rebuilt by Harry Doering was installed, and an electric line run to it, enabling it to be turned on at night to create a nostalgic, old-time, "small-town station" atmosphere! MN # 3 was painted again in 1982 by Museum workers.

Because of its bad mechanical condition, MN # 3 was made a permanent part of the inoperable display, and in 1988 was lifted by a crane, turned around, and installed at the south end of the

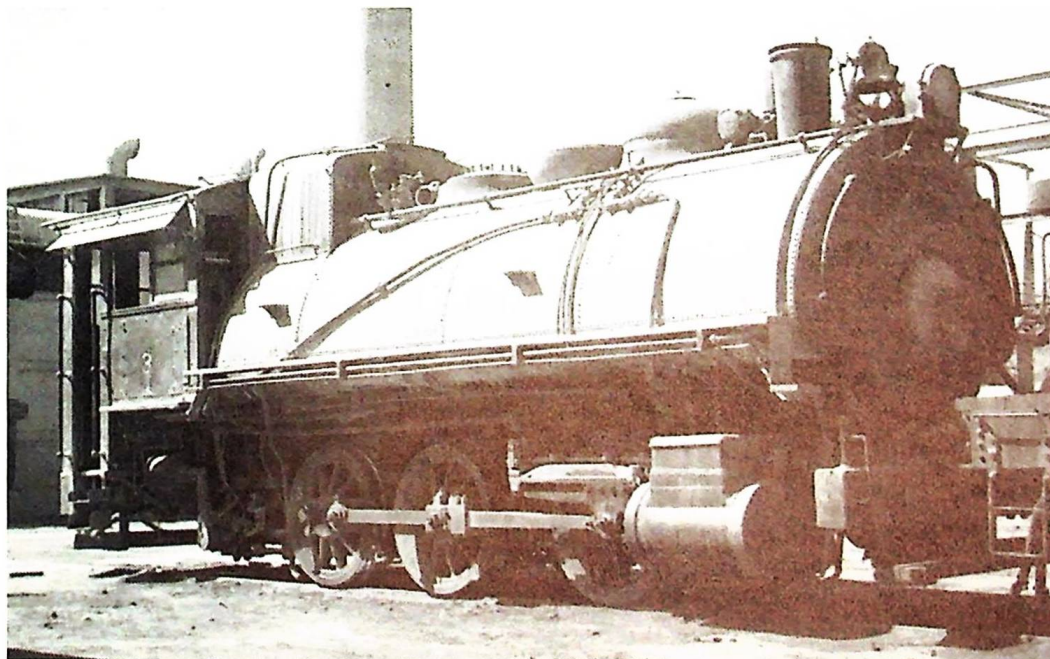
display track, facing south. It was repainted black in August 1993, with white boiler front, running boards, wheel rims, grab rails, and stack top (but not drivers or tank/cab trim boxes) by Steve Wade and Urban Youth Corps Project workers. The tanksides "MNRR" was relettered again after a 13-year absence.

In early 1994, Bruce Semelsberger and Dale Prescott reconnected the Stephenson Link Motion, disconnected when MN # 3 was moved. This gives Art Paget and his depot docents an opportunity to explain how Stephenson Link gear fell out of use when locomotive eccentrics got too big, and was superseded by Walschaerts valve gear!

The cab of this portly 71-year-old desert veteran is often used now by children (of all ages) playing "train engineer", so is recruiting future Museum members even as it stands in retirement! It's a highly-visible reminder of the mining and industrial railroads of the nation's Pacific Southwest region, and the hard-working, largely unpublicized locomotives employed by them!

Material for this article was obtained from the SDRM equipment files, with information compiled by Larry Rose and P. Allen Copeland; old REPORT articles; La Mesa Depot files compiled by Art Paget; information from Chris Skow of Trains Unlimited Tours; articles by Bob Hawkins (August 1966 OETM Traction Gazette) and Bill Garner (September 1977 Pacific Railroad Society Wheel Clicks); personal inspections: Railroads of Nevada and Eastern California: Volume II - The Southern Roads by David F. Myrick (University of Nevada Press, 1962-80); and photos from the SDRM Library, Stan Kistler, and the late Ralph Ross. Thanks to all! Paint scheme descriptions are based on photos of MN # 3

Bill Schneider



In Kistler's October 6, 1948 photo, the tanktop reservoir has been added, the trim and "MNRR" are gone and a dome cover removed for maintenance work.

Note the awnings, number plate, small cab number and cross-timber pilot in both photos.

Photograph by Stan Kistler

Special Trains At GOP. Convention (But Not SDRM's "Presidential Car")

Three special passenger trains quietly came to town for the Republican National Convention in San Diego August 12-16. Composed of private cars from the Burlington/Santa Fe, Southern Pacific, and Union Pacific, they were used for catered luncheons, dinners, and receptions for special guests attending the convention. As they were parked in fenced "secured" areas off limits to the public, they were inaccessible, and couldn't be approached by anyone without proper credentials. Not even an SDRM Trustee!

The BNSF train was parked opposite the Convention Center on closed-off Harbor Drive; the SP train (mostly in Denver & Rio Grande Western colors!) was on temporary tracks southwest of the Santa Fe Depot hidden behind a cloth-draped fence; and I never did see the UP train!

Because all available parking trackage was required for these "party" trains, the SDRM was unable to bring our "Presidential Pullman" *Robert Peary* (used 34 times by President Franklin D. Roosevelt) down from Campo to San Diego, nor our beautifully-restored steam locomotive SP # 2353 and open-platform cafe car ATSF # 1509. Back in 1994 I suggested working with the city and RNC to run a few short in-town trips during the convention to provide an additional event for attendees, a place for Senator Dole to give a "whistle stop" wave from the *Robert Peary* (and upstage President Clinton!), and a great deal of publicity for us, the city, and the GOP., with 20,000 media people searching for "different" stories. But we weren't in on the planning, the out-of-town trains were quietly brought in, and we were finally told there was no space left for even one car from San Diego's own popular railroad museum.

Although the SDRM, San Diego, and the GOP. missed a great opportunity, we did see some very special and perfectly-maintained 1950's era cars --- from a distance!

A few weeks later, President Clinton arrived at the Democratic Convention in Chicago on a blue open-platform Georgia Railroad Business car, an event covered on all national television networks. His new, well-publicized *Presidential Train* replaced his bus of four years ago. He has moved up in the word and his taste has improved!

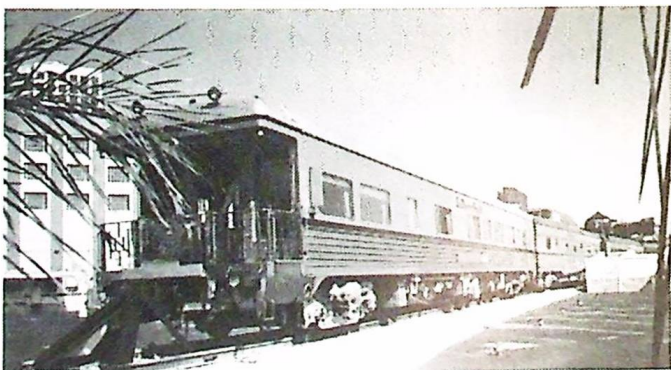
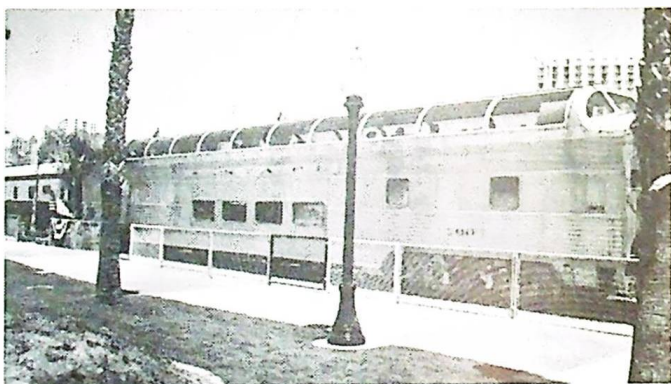
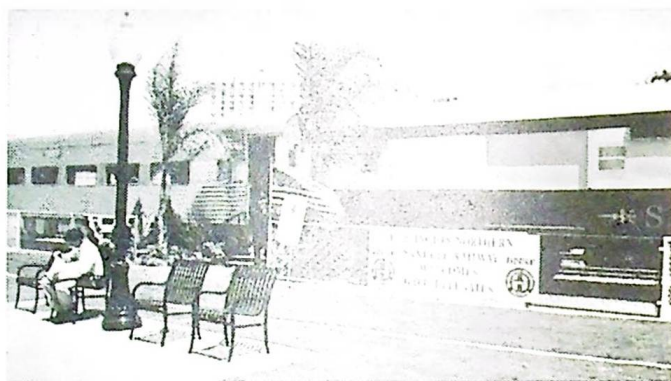
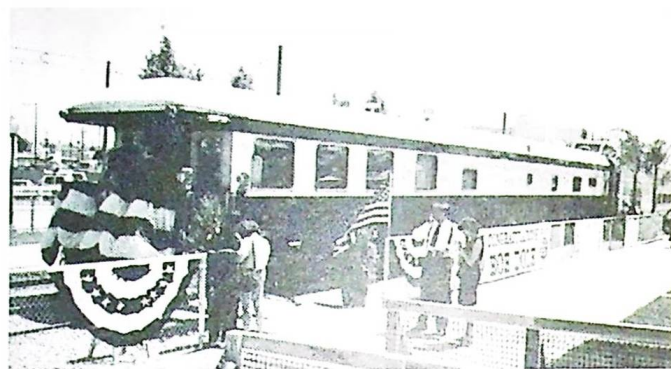
Bill Schneider

Top: Security Guard examines the ID of a guest as others snack on and off BNSF Business car *Missouri River* near the San Diego Convention Center on August 14, 1996.

Second: Santa Fe car *Fred Harvey* (at left) and BNSF *Snoqualmie* (right) hosted a luncheon for California ex-Governor George Deukmejian shortly after this photo was taken.

Third: Santa Fe Superdome #60 was parked between Harbor Drive and the Santa Fe freight track opposite the Convention Center and available only to invited guests.

Bottom: Southern Pacific Business car *Kansas* in Rio Grande colors was parked on temporary tracks in a parking lot west of the SDG&E building in downtown San Diego during the Republican Convention.



Movie Night On The Berkeley '97

San Diego Railroad Museum members, families and friends are invited to attend Movie Night On The Berkeley '97, Wednesday evening, January 15, 1997. The *S. S. Berkeley* will be open for touring at 6:00 pm. Curtain time for the film program will be at 7:00 pm sharp.

Enclosed in this issue of the **REPORT** is a flyer for Movie Night On The Berkeley '97. Please send in your order at the earliest opportunity.

The motion pictures chosen for the program will offer the audience high adventure, lots of railroading, and a touch of humor. The feature film "The Great Locomotive Chase" will be preceded by the Keystone comedy "Barney Oldfield's Race For A Life" and the fascinating visual and musical interpretation of a fast train "Pacific 231", followed by the Tom & Jerry cartoon "Kitty Foiled".

"The Great Locomotive Chase", stars Fess Parker, Jeffrey Hunter, Jeff York, Claude Jarman, Jr. and Kenneth Toby, is a drama based on a real Civil War incident undertaken by Andrew's Raiders.

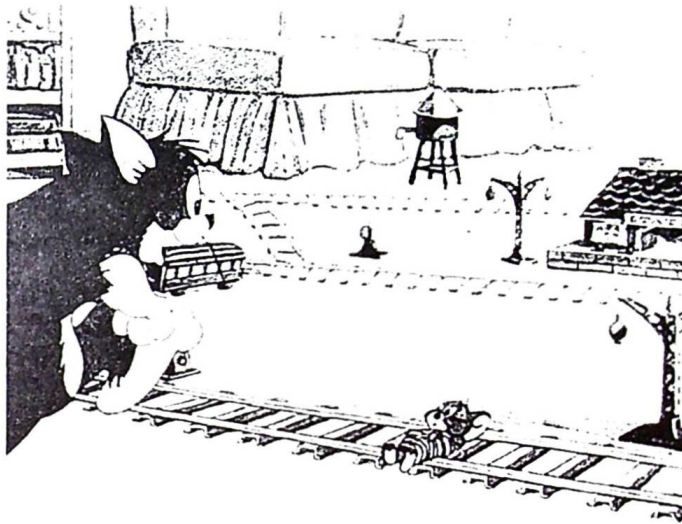
Big Fess Parker cuts an imposing figure playing a Union soldier who leads a dangerous mission behind Confederate lines in order to destroy strategic railroad bridges. While Parker and his fellow soldiers head into Confederate territory to disrupt supply lines they take over a locomotive, but are pursued by Confederate Hunter, the conductor of another train, and soon a chase is underway.

"The Great Locomotive Chase" involved the most extensive use of Baltimore and Ohio equipment in any film. The classic 4-4-0 "William Mason" is seen in its starring role as the "General." The "Lafayette" replica appeared as the locomotive "Yonah," the first engine used by the Confederates in pursuing the stolen "General." Paramount Studios Virginia & Truckee No. 22 was featured as the 4-4-0 "Texas," which was used in the final miles of the chase. All location work was done on Georgia's Tallulah Falls Railway. This is a Walt Disney Studios production, filmed in 1955 and was directed by Larry Elikann.

"Barney Oldfield's Race For A Life" is a silent Keystone comedy, with added sound, filmed in 1913 by Mack Sennett. This is one of the few Keystone Comedies to make use of the cliché of the heroine tied to the railroad tracks. Barney Oldfield chases a villain who abducted a lovely girl. Cast features Barney Oldfield, Mack Sennett, Mabel Norman Ford Sterling, Billy Bevan and Andy Clyde.

"Pacific 231" is a fascinating visual interpretation of Arthur Honegger's music of a fast run on a train hauled by one of the powerful Pacific 231 class locomotives of the French National Railways. The short was written and directed by Jean Mitry in France in 1949. Photography by Andre Tadie, Andre Perie and Jean Jarret.

The cartoon "Kitty Foiled", is a typical Tom & Jerry cartoon where Tom chases Jerry and a canary looks on and intervenes to save Jerry from Tom's threats. In the final action Tom catches Jerry and ties him to the railway tracks, then he bears down on him driving a train. The canary throws a bomb and rescues Jerry, and then they swing back and forth together inside the canary's cage, humming "My Blue Heaven." Great fun and mayhem. Directed by William Hanna and Joseph Barbera. Produced by Fred Quimby (Metro-Goldwyn-Mayer). Animation by Irvn Spence and Kenneth. Music by Irvine Levine, Ed Barge and Scott Bradley.



Tom & Jerry cartoon "Kitty Foiled"

Please take advantage of the free hour prior to the film program to tour the ex-Southern Pacific Railroad passenger ferry boat the *S. S. BERKELEY*. The ship is a wonder of Nineteenth Century shipbuilding. Especially interesting is the ship's engine room where the triple-expansion steam engine is

operated electrically in order to demonstrate its motions. Throughout the ship are numerous historic nautical exhibits to examine and study.

Movie Night On The Berkeley '97 is being staged by a special committee of the San Diego Railroad Museum's Interpretation Department. Mr. Joseph Dittler, Development Director of the Maritime Museum of San Diego, has provided valuable assistance.

See you at the movies...

H. Chalmers Kerr, Jr.

References:

- (1) Film Favorites, a firm preserving America's film history for the collector.
- (2) "Railways in the Cinema" by John Huntley, Ian Allan Ltd.
- (3) "The Movie Railroads" by Larry Jensen, Darwin
- (4) "Movies on TV and Videocassette" by Steven H. Scheuer, Bantam Books
- (5) "Tom & Jerry a Definitive Guide to Their Adventures" by Patrick Brian, Harmony Books

Richard Dick's Missing Firing Pin

When Museum Steam Team stalwart Richard Dick began firing steam engines for the sprawling Southern Pacific system in 1943, he was given a small, bronze tool that fit in the palm of his hand.

The device was essentially an oversize wingnut threaded onto a 1/4" diameter steel bolt and commonly referred to by enginemen as a "firing pin".

When the firing pin was inserted through the curved slot on the firing valve quadrant of an oil-burning steam locomotive and twisted down tight, it marked the location of the "spot fire". A spot fire to a locomotive fireman is like an attache case to an attorney: they can't do their job without it.

Fifty three years later, Dick had the opportunity to share with others his knowledge and experience when the former Southern Pacific steam locomotive 2353 was restored to operation by the Museum. When the time finally came to put the first fire in 2353's belly, Dick was there with his 53-year old firing pin to train would-be firemen in the fine art of making (and keeping) steam.

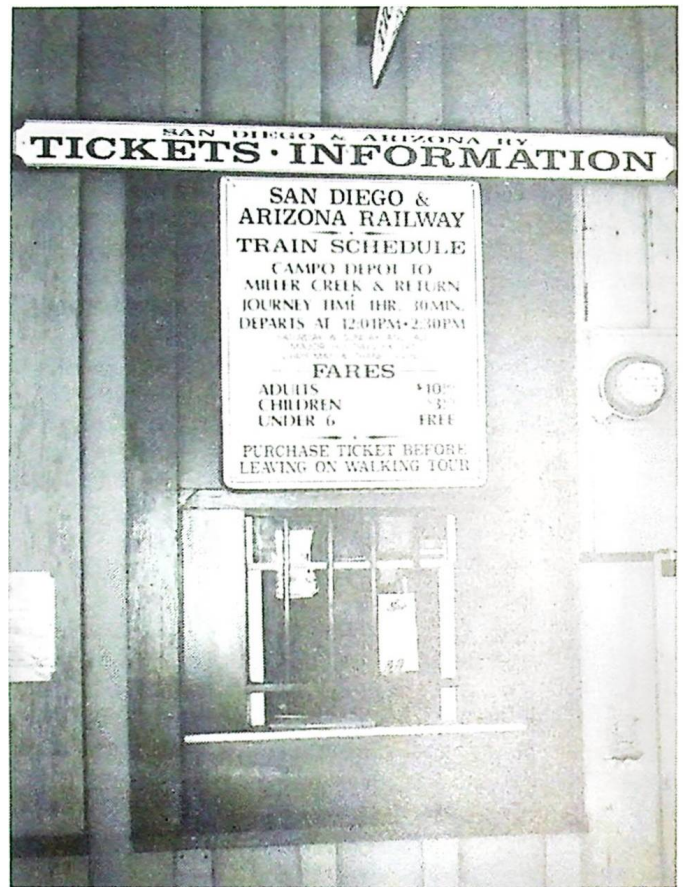
Recently, Dick's firing pin has turned up missing from the locomotive. Despite a detailed search of the Campo shop and surroundings, and queries of other Steam Team members, it wasn't to be found.

Did any of you inadvertently take this venerable keepsake home with you? Here's what it looks like:



Should you have Dick's pin, or know where it might be found, he would be happy to hear from you. Please call the Museum at 595-3030 and tell them you have found Richard Dick's firing pin!

Below: A southbound San Diego Northern Coaster commuter train glides along the Pacific in Del Mar on Nov. 10, 1995. It is being photographed by New Jersey rail and traction fan Jack May, at left. The locomotive is at the



Above: Campo Stationmaster Terri Gregory is shown behind the newly-opened ticket window at Campo Depot September 1, 1996.

Below: Eric Lund shows what a well dressed railfan wears at the redesigned Campo Depot gift shop.

Photographs by B. Schneider





FROM THE BOARD ROOM

by Maryanne Thompson, Secretary, Board of Trustees

April 4, 1996

A presentation on the National City Depot was given by Bruce Coombs. They are interested in having our offices move into this site once the project is completed. Eric Lund gave a presentation that outlined his goals and objectives for 1996 in the area of marketing and media. Andree Morin gave a presentation on the Railway Technology Showcase planned for October 1996 as a fundraiser for the Museum.

President Reiter gave an update on our outstanding debts. He asked that all event budgets go to the Executive Director for approval in advance. We need to retire old debts before new ones are acquired.

Executive Director Mott stated that Patricia Blackmore has been hired to replace Christy Nieto in the office. We also have a GAIN worker in the office by the name of Pat Jackson. We are looking to fill two volunteer positions--Director of Volunteers and Station Agent for Campo.

Director of Operations Jones stated that Gary Sweetwood has been named Superintendent of Mechanical. Sweetwood is working on passenger car #250. Locomotive #2104 is back on line and Sweetwood will work on #2098 next. Jones stated that we may get a donation of a GP-9 from Southern Pacific. Tie replacement on the line is critical and not an option.

Treasurer Kerr stated that he will be signing checks on a weekly basis to hopefully prevent some of the problems that have occurred in the past.

Authorization was given to Mott to apply for a County TOT grant for the amount of \$33,000.

An update on the Santa Fe Site project was given by Karls-godt. He presented a timeline. Cost for this project is prohibitive without an outside funding source.

Semelsberger gave Accession/Deaccession report including the committee's recommendations for possible deaccession.

May 28, 1996

Vice-President Lynch gave details on an upcoming partnering session for the Board. President Reiter stressed the need for the Museum to have an undisputed chain of command. Reiter feels that our outstanding debts are a major cause of the morale problems and the lack of cohesiveness within the Museum.

Executive Director Mott stated that we need to submit a track maintenance plan to MTDB. Tie replacement is essential. Mott explained the policy limiting the use of Museum letterhead. Unless specifically authorized by Reiter or Mott, no one else is to

use Museum stationary to write letters as these letters could bind the Museum to unwanted work and/or projects.

Director of Operations Jones gave an update on the stay bolt problems with #2353. Locomotive #2104 is having ground fault problems again and is out of service. The RPO car is being worked on by the Restoration department. Jones announced that the Gift Shop is now being run by Jeanne Rynders and that ticket sales are being handled by Terri Gregory. Plans to change the Campo depot back to the original configuration are being discussed.

Treasurer Kerr gave an update on the newly formed Finance Committee. This committee will be involved in setting up the budget.

The actions taken on the deaccession report were listed in the last REPORT (July/August 1996 issue).

Kerr gave an update on the Fourth Annual Symposium of Southern California Railroad Related Organizations that he attended on May 5, 1996. Kerr made a presentation to the symposium on #2353.

Fundraising Committee chair Cloud gave an update on fundraising projects and the Carrizo Gorge Gala scheduled for August 3, 1996.

July 30, 1996

President Reiter gave update on current financial status. We need to remember that the Board of Trustees not only looks at the finances, but that they also set the policies. We will be returning to a quarterly meeting system so that the members have more of an opportunity to participate and be kept informed.

Executive Director Mott gave updates on the National City Depot project and the study done by SANDAG on the South Bay line. We will be formulating our next five year plan soon.

Treasurer Kerr and the Finance Committee are working on a new budget format that will be easier to understand. The Financial Committee will also look into using spread sheets to show the data in relationship to the budget.

It was resolved to send Vice President Lynch a letter of thanks for his work on the Board. Due to his work, Lynch will be leaving the local area.

Action on the deaccession report was deferred until Staff has given their input on the pieces previously discussed. The rule the Board instituted previously was restated: if we acquire any new piece of equipment the funding for its upkeep **MUST** come with it.

Due to the success of the first class car on the June 1, 1996 Tecate trip, we will offer a first class car on future Tecate trips and on some Miller Creek trips as well.

We are still looking for a Director of Volunteers. Any ideas for this volunteer position would be welcome. Please contact President Reiter or Executive Director Mott.

Cloud gave an update on the Carrizo Gorge Gala planned for August 3, 1996 along with other fund raising ideas.

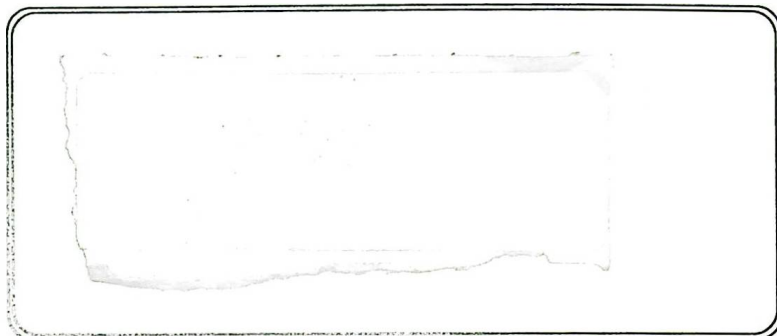
If anyone is interested in attending a Board of Trustees meeting, please call the office at 595-3030 for the next scheduled date and the location of the meeting. The membership is welcome to attend.

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



Non-Profit Org.
 U.S. POSTAGE
PAID
 La Mesa, CA
 Permit No. 205

Executive Director	1
Director Of Campo Museum.....	2
HO Layout Auction.....	2
Museum Trackwork	3
Quarterly Membership Mtg.....	4
RPO Painting & Fund Drive.....	4
Mojave Northern # 3.....	5
GOP Special Trains.....	7
Movie Night.....	8
Missing Firing Pin.....	9
From The Boardroom.....	10



Barney Oldfield's "Race For Life" will be shown on the S. S Berkeley Jan. 15, 1997