

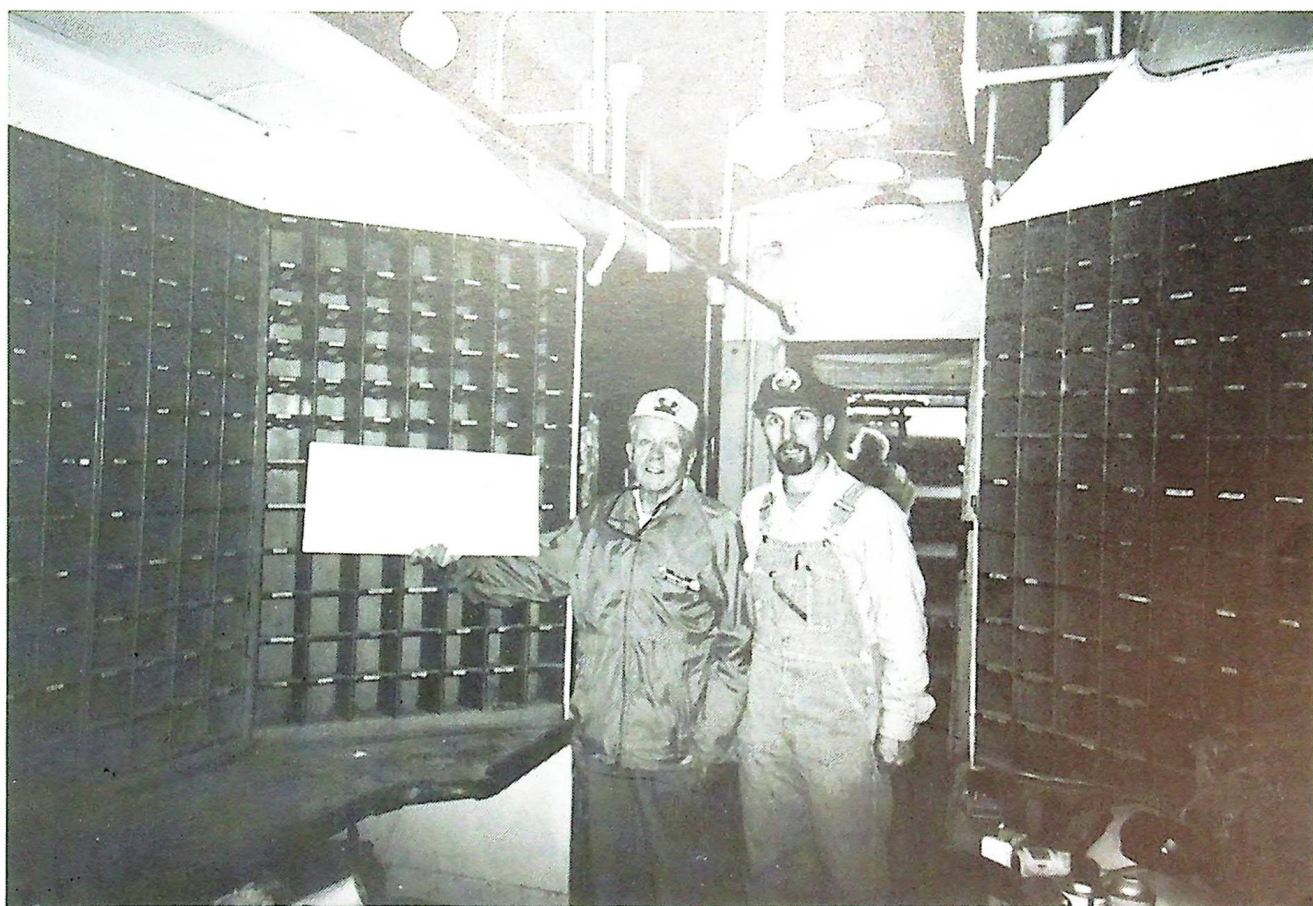


Jan & Feb 1997

REPORT

Volume 260

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



AT&SF RPO 74 Fundraising Campaign Exceeds Goal!

Life Member No. 1 Herb Kehr issued a challenge. He would contribute \$3000 if we could raise a matching amount. Herb Kehr (left) is shown presenting a check for \$3000 for restoration of AT&SF RPO 74 to Superintendent. of Restoration Ted Kornweibel (right) on January 11, 1997. Thanks to everyone who helped!

Jan & Feb 1997

Volume 260

SDRM REPORT

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

Ticket to Tecate 1997 Schedule

Feb. 1, 15; March 1, 15; April 5, 19; May 3, 17
June 7, 21*; July 19*; August 16*; Sept 20,
October 4, 18; November 8, 22 and December 6

Splendid Rail Adventure costing \$35 per person
*Special wine tasting excursion costing \$65 per person

Special Features:

- Rail adventure across the U.S./Mexico border.
- Roll through tunnels and across bridges amid beautiful scenery.
- Tour the Tecate Brewery and sample the award winning beer.
- Enjoy lunch, shopping and exploring at the quaint Baja town of Tecate.
- Private luxury cars available for group charters.
- All in a one-day fun-filled package!

Steam Train 1997 Schedule

March 8,9,22,23,29,30	April 12,13,26,27
May 10,11,24,25	Sept 13,14,27,28
Oct 11,12,25,26	Nov 1,2,15,16,29,30

One and one-half hour Miller Creek "Steam" excursion.
Trips depart at 12:01 and 2:30 pm each day.
Price is \$10 per person.

**For further information or
group or charter rates
Please call (619) 595-3030
Toll Free 1-888-228-9246**

From The Executive Director's Desk

Seeing the big picture is a crucial element to the success of any endeavor. Railroad museums are not exempt from this rule.

Yet, there is a mindset among many railfans which is detail-oriented. I know of few other groups who can have serious and passionate debates about less than railfans: the number of a locomotive, or the details of a paint scheme. Read the magazines and newsletters and note the number of items which deal with detail and even argue about the small matters.

Attention to detail is not, of course, a sin. In fact, it can be extremely useful in life. It is the person who can put together a myriad of details who can complete the perfect larger picture. It is the observer of details who can spot the flaws which detract from the scene. The famous saying, "For want of the nail, the battle was lost," is true and it will be a sad person who ignores its wisdom.

Nevertheless, it is a constant temptation in our field to become mired in the small stuff. It is equally accurate wisdom that the general who fixates on the horseshoe supply and fails to notice the entire field of battle will also lose. A friend of mine was a major in the Winnipeg Grenadiers stationed in Hong Kong when the Japanese invaded in 1941. Just a day before the final surrender when the troops were hard pressed, an officer drove up to my friend in the front line and berated him for his failure to turn in the routine staff reports, oblivious to the situation around him. It was a classic example of failure to grasp the larger picture and made the officer a useless nuisance in the crisis.

It is necessary to see how the larger battle is going and to orient our role to it. It may be that many have never really contemplated what that larger picture might be. In other cases, it may be that such a thought is so intimidating that it is easier to concentrate on smaller matters which can be accomplished.

But the fact is we have a message, one that our country needs. It is no small matter and has implications far beyond our usual museum world. To simply pursue a hobby oblivious to the responsibility we have to share what we know is selfish.

What we do at Campo is to demonstrate a way of life which sooner or later our country will need to replicate in many aspects or suffer severe consequences, some of which have already arrived. We also have a mandate to promote the future of rail along with the past, in achieving the same end. This is because our country needs our wisdom at the moment, even though many may not realize the need, to literally get back on the rails.

There are three areas where our message is crucial: economics, environmental and social. The economics of rail are simple and long since proven. The fact is that rail is the most energy efficient way to move both people and goods on a larger scale. Only the incredibly rich resources of our nation have enabled us to ignore that fact and use other modes as our primary transportation. However, that luxury is not going to be possible forever. The cost of energy will escalate greatly within several decades, forcing a revisit to more efficient means of transportation. In many major airports, congestion is also causing billions of dollars

to be allocated for expansion programs which would not be needed if we had a rail passenger system at the same level as Europe or Japan.

As well, our entire highway infrastructure will need immense repair and rebuilding within the same time period and force the same reassessment of the value of maintaining highway transport as the prime means of moving things. If the rail infrastructure has been decimated by that time, it will be a time of great economic hardship as a result. Even now, it would be much cheaper to shift to rail transportation. The economics of that are kept artificial because of strong lobby groups which divert public expenditures into the highway and air modes to subsidize them. Air alone, for example receives 20 times the public subsidy given to rail, and road subsidies are exponentially greater. There are many historical reasons for this, not least because of the past railroad management deficiencies. Whatever the past, the public good depends on the re-emergence of the rail mode as the chief means of transportation.

Environmental concerns are already causing a return to commuter rail and light rail in city after city which destroyed similar systems in the 1950's in a short-sighted and often corrupt switch to road transportation. That sorry chapter in U.S. transportation history needs to be kept in the public mind as we now spend billions to replace what was torn out for scrap a half century ago. These environmental concerns center on the unacceptable levels of pollution suffered by our cities and the congestion which exists on the freeways. But the environmental concern will eventually be much greater. The need for fuel conservation has been postponed, not canceled, just as the wider pollution and environmental destruction caused by our present systems spreads beyond our cities into the entire planet. Both of these facts necessitate either a return to horses and a much reduced standard of living or a return to rail.

The social implications have already arrived, for the most part. These are not quantifiable in the same way as the economics or environmental issues but they are equally devastating. When transportation is by train, a social interaction happens; people who travel together, talk together. Put simply, a passenger train forms a community, a freeway eliminates a community. Rail tends to gather people together in central places, whereas freeways tend to disseminate people all over. It is no accident that during the golden age of rail travel in the U.S., the depot was often the social center of town.

Certainly the decrease in rail passenger service is only one factor in many which have torn apart the social fabric, but it is a significant contributor.

Of what importance to us is all this? If we simply enjoy vintage rail and allow others to share a nostalgic experience with us, what more is needed?

The answer is this. If we are to be a true museum, our most basic purpose is to show people history so that they learn from it to better live in the present and future. Nostalgia is not enough to fulfill that purpose. What we demonstrate is crucial, especially when interpreted with a view to the larger picture. Beyond that, we have a role in the community to promote rail, for all the reasons outlined above.

Our Museum has as much of an educational purpose for the future as for the past. That is the gift we can give the world in which we live. You may wonder if we can really make a difference, since we are a group with limited resources. But think what just one man with a vision, Senator Jim Mills, did to make rail happen in California. In particular, note the impact of his work in San Diego with an efficient, extensive light rail system now in place.

By all means, let's pay attention to the details and especially make sure that what we present to the community looks good and not bedraggled, in all the details. But let's remember the larger picture as well and the responsibility we have to portray a better way of life for America's future.

Win Mott

RPO Fundraising Campaign Tops Goal!

Last spring, the restoration of AT&SF RPO 74 was in danger of stopping, due to an absence of museum funding. Into that breach stepped Herb Kehr, Life Member No. 1 and a retired RPO Clerk. He had already put up \$ 10,000 a decade ago to purchase the car. Not willing that its restoration die, he issued a challenge: He would contribute another \$3,000 if we raised a matching amount. Only six months later, that sum was raised, and then some.

The greatest fund raiser was long-time restoration supporter Roger Garrett, who raised \$1400 by selling Dudley's Bread to friends and coworkers in the Los Angeles area! In fact, that sum will be doubled through a corporate matching grant. Thanks, Roger. It is no exaggeration to say that we couldn't have reached our goal without your bread sales, and, equally important, your faith and encouragement that we could raise the entire \$3,000. When you see Roger, give him a big thank you. He is truly a Museum inspiration.

Nearly two dozen other people dug deep to help us meet our goal. Lora Mae Boeh generously gave \$200, and Robert Eikel gave \$170. One hundred dollar contributors were Frank Stites, Allan Dillane, Gerald Brody, Col. Bill Niedrich, James Harlow, Robin Becker, and Ted Kornweibel. Those contributing \$50-25 were Ken Faller, Dr. & Mrs. Wesley Compere, Mr. and Mrs. Ken Cohen, Mr. and Mrs. Michael O'Brien, Thomas Van Wormer, Lester Carey, Antony Widgery, C. F. Bach, Klaus Alltag, Mr. & Mrs. Francis Kearney, Dr. & Mrs. Richard Tullis, Mr. & Mrs. Ronald Carlson, and Mr. & Mrs. Michael Laurell.

In addition, Matt McMenamin donated a beautiful HO layout, which sold for \$ 1,000. Key tag sales, and donations received from visitors to the RPO car, brought in nearly \$400. (There are still a few key tags left, which can be purchased at the RPO car or the Museum office, when they are gone, there will be no more, get your collector's item soon. Only \$5.)

The RPO car is ready to paint. Those who helped bring us to that point, since the last **REPORT**, are Dick McIntyre, Bob Haney, Dick Cupp, Frank Stites, Kevin Dudenbostel, Steve Kostelak, Jim Hamill, Dick Ruppert, and Ted Kornweibel. Thanks one and all!

Ted Kornweibel

Heavyweight "Lightweights" Available For Museum's 1950's "UP Streamliner"

With work underway on the restoration of our Fairbanks-Morse diesel to its first-owner appearance as UP #1366 (*see REPORT # 259.*), many SDRM members are getting excited about seeing an all-UP Museum train in 1950's Armour yellow livery. (What will it be called — the *City of Miller Creek*?)

Two passenger cars that would fit in perfectly behind UP #1366 are already at Campo — UP coach #576 and UP diner/lounge #4054. True, 1366 has no steam boiler, thus isn't a passenger train engine, but since she was a helper on them, let's not quibble over technicalities!

UP #576 is a depression-era heavyweight coach modernized after World War II to operate on streamliners with new lightweight equipment. It's 82' 5-1/2" long over couplers, 10' 3" wide, and 14' 0" high, with six-wheel trucks, Timken roller bearings, 36" wheels, and vestibules at both ends with dutch doors.

It was completed by the Pullman Car & Manufacturing Corporation at Pullman, IL in January 1931 as UP #1266. It was one of ten cars built to UP Specification 326, floor Plan 234-CB-21704, drawing 274-CB-22795, Lot 6394. The 159,200 lb. (79.6 ton) Pullman green UP #1266 had a railroad roof, 23 windows per side, rubber tile floors, Vapor Car heating, and a conductor's table and bench. It seated 56 in reclining/revolving seats, plus ten more on three sofas in a smoking room next to the men's room. A women's toilet and lavatory were at the other end. Pullman air-conditioning was added in 1935, and other modernization's made between 1936 and 1939.

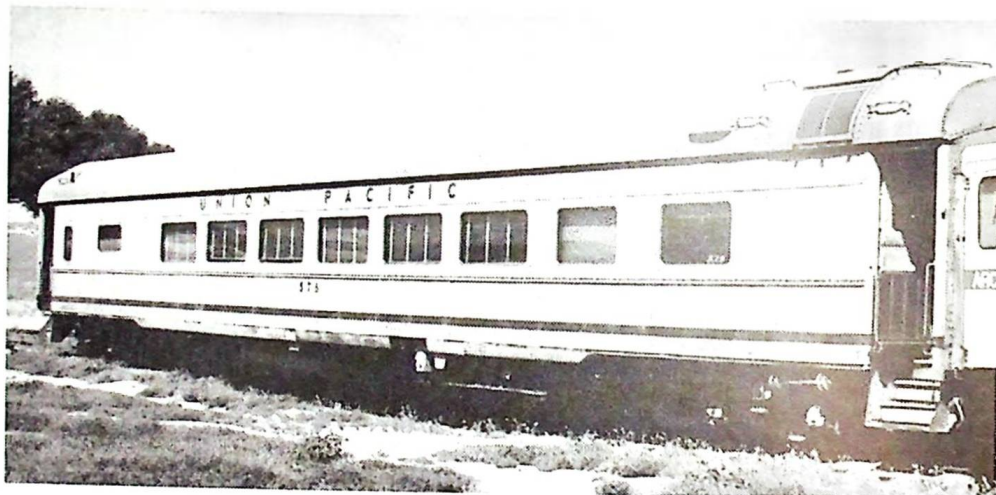
Among the many trains UP #1266 served on were the Chicago-Ogden-Los Angeles and Chicago-Ogden-San Francisco 'Challenger' coach and tourist-sleeper trains.

In 1948, UP #1266 was one of 22 cars remodeled at UP's Omaha, NE shops to Floor Plan #237-CB-24586. It was rebuilt into a 164,500 lb. (82.25 ton) 44-seat chair car, with 22 double reclining/revolving seats with footrests, sealed wide-view windows with adjustable blinds, a new conductor's desk with rolling swivel chair, overhead baggage racks with individual light switches and blue night lights, a new luggage locker, and enlarged, mirrored restrooms with armchairs and oral-hygiene sinks. It was given streamlined roof skirting, tight-lock couplers, Goodyear rubber flooring, and Safety Car RE-7 steam-ejector air-conditioning that works only when coupled to train or station steam lines.

The car was painted Armour yellow with Harbormist gray roof and underframe, red stripe and lettering, and renumbered UP #576. Although the remodeling made it resemble the new lightweight cars with which it operated on Union Pacific streamliners, its two vestibules gave its age away, as the new lightweights had only one vestibule. Its seats were later arranged in fixed, facing sets, making the footrests unusable.

UP #576 served on UP trains throughout the west until rail passenger service declined in the 1960's, when it was removed from service and stored in Los Angeles, CA. It was bought by the PSRMA for \$1,250 plus tax July 13, 1969, and moved to Miramar Naval Air Station in San Diego by the Santa Fe Railway on Flag Day, July 14, 1969.

UP #576 was cleaned, repaired, and in mid-1977 repainted Pullman green, as no affordable supply of Armour yellow paint was available and the car had to be painted. In late 1980, it was again refurbished and this time repainted Armour yellow. UP #576 was moved to the La Mesa depot in September 1981, exhibited, and used on the La Mesa Cannonball May 23, 1982,



UP coach #576 at Campo on May 18, 1991. The two vestibules reveal its true age.

Photograph by B. Schneider

the Museum-operated first passenger train on the SD&AE's El Cajon branch in 54 years. It went to Campo in July 1983 on the Museum's first Great Freight, on which it unexpectedly served as an overnight coach for some Museum crew members.

It was used on the Museum's first SD&A trains starting on January 4, 1986. However, because it has sealed windows and its air-conditioning can't be used, UP #576 is not suitable for service in the hot summers at Campo, and has been used only in cool weather, usually with ex-Amtrak/ex-SCL coach #5601 (ex-ACL #201). In 1995, it was taken out of service for needed repairs, which were made in 1996. Now back in service, UP #576 will receive further refurbishing and repainting when time and funds are available.

Three similar cars, including UP #582 and UP #577, now make up the excellent Budapest Express gourmet Hungarian Restaurant on Highway #101 in Solana Beach, CA.

Diner/lounge UP #4054, like UP #576, is an example of how American railroads rebuilt and modified equipment to

prolong their service lives, and also illustrates several types of food and beverage services. Its dimensions are almost the same as those of #576 --- 82' 5" long over couplers, 9' 11 7/8" wide over eaves (originally 10' 3/8") six-wheel trucks, and Vapor Car heating and was built by the Pullman Car & Manufacturing Corporation at Pullman IL. However, it was delivered to the Union Pacific 13 months earlier in December 1929.

Originally painted Pullman green, numbered UP #326, and placed in service as a 36-seat dining car, this car was built to Plan 7280, Lot 6251 (five cars), and floor plan 234-CB-21755. It had a kitchen with rooftop ice hatches, ice-cooled refrigerators, and a service door on each side; a pantry; a dining room with six 4-seat and six 2-seat tables, and a small entry area at the steward's end. It originally weighed 173,800 lb. (86.9 tons). Pullman air-conditioning was added in 1932, and the car was re-numbered UP #3626 in September 1940.

Like UP #576 (but six years later), in 1954 it was remodeled at UP's Omaha, NE shops to resemble the new lightweight cars it operated with on UP streamliners. It was given sealed windows with adjustable blinds, streamlined roof skirting, Hyatt roller bearings, tight-lock Couplers, and Safety Car electromechanical air-conditioning, and painted Armour yellow with Harbormist gray under-frame and roof, and red stripe and lettering.

In May 1964 it was again shopped, and converted into UP buffet/lounge #4054 (floor plan 237-CB-37233), weighing 178,660 lb. (89.33 tons). The galley was rebuilt with stainless-steel equipment, and the pantry converted to a service counter. The dining room became a lounge, with five settees, twelve armchairs, six coffee tables, and a writing desk with chair. The entry area at the steward's end remained. Most of the settees and lounge chairs were later removed. Six 4-seat tables were installed in their place, and the car was designated a buffet/diner.

UP #4054 was used on the Omaha-Ogden-Los Angeles segment of the Challenger streamliner as a coffee shop/lounge car. It was also assigned to the Kansas City-Denver-Portland streamliner Portland Rose, running as a cafe/lounge to La Grande, OR, where it was removed from westbound train #17 after dinner; restocked; and then placed on eastbound train #18 before breakfast. UP #4054 was later cut back to a Denver-La Grande run as a buffet/lounge, and by 1970 was running between Portland and Pocatello, ID serving cafeteria-style meals, due to schedule changes and light patronage. In 1971, AMTRAK took over

most rail passenger service in the USA, made drastic cuts, and UP #4054 was retired and stored in Los Angeles by the Union Pacific.

In May, 1972 Charles Varnes purchased the car for planned excursion service with Overland Rail Tours. The operation did not work out as planned, the car was rarely used, and in December 1980, Varnes donated UP #4054 to the PSRMA. Bought to San Diego, it was briefly stored at the Miramar Naval Air Station, moved to La Mesa Depot in September 1981, and placed on exhibit. On May 23, 1982, it was used as a snack car on the La Mesa Cannonball, the PSRMA-run first passenger train on the SD&AE's El Cajon line. On the Museum's first Great Freight to Campo in July 1983, it served a great spaghetti dinner.

UP #4054 has been on display at Campo for over thirteen years, and was used on a few occasions on Museum trains. Its use is limited to cool weather only, as it has sealed windows and its air-conditioning is currently not operable. The car needs me-

chanical repairs, and its body has deteriorated through exposure to the elements, requiring repairs and a repainting. When time and funds permit, this will be done, and the car refurbished to its 1964 appearance. It can then serve as a special first class car (like Santa Fe #1509) on all-UP Museum trains, along with UP coach #576. It may also have a future on SDRM dinner trains.

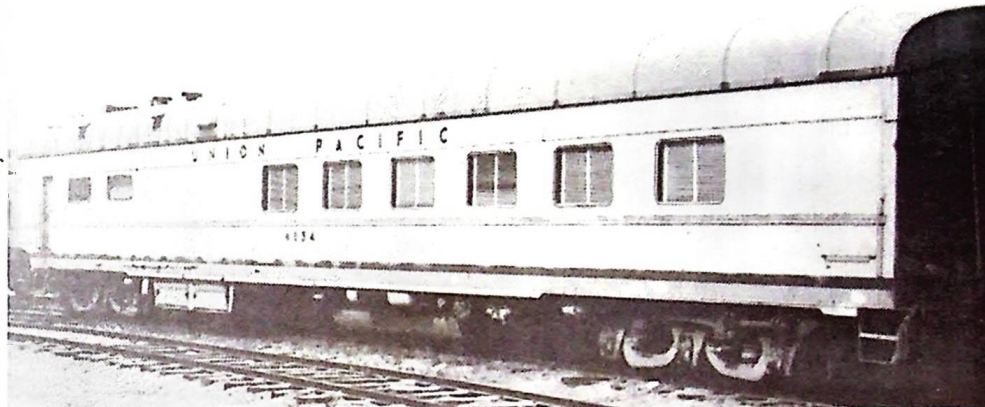
As neither of these cars is a lightweight, and both were

used mainly on secondary streamliners such as the Portland Rose rather than premier City trains, perhaps we should name our "UP" trains Jacumba Jacaranda eastbound and Campo Clover westbound, or Imperial Sudan Grass (!) on longer runs. For Tecate trips, where's always the Challenger-style Toreador! (OK, we got carried away, but "name" trains do have more public appeal!)

In any case, these well-preserved cars from railroading's Golden Age tell a story of railroad operations in both the pre-streamlined and streamlined eras, and of the equipment and use modifications railroads made to fit the times. They both have good futures with the SDRM!

Bill Schneider

The above was compiled from books, articles, photos and car diagrams in the SDRM Research Library, the Museum equipment files and the author's collections. Special thanks to SDRM member and UP buff Rene Lamar Scheuerman for his contributions.



UP diner/lounge #4054 at Campo on June 28, 1986. Note the side service door at the kitchen end.

Photograph by D. Schneider



The Museum needs people at Campo and La Mesa who can volunteer - it is a way of serving others while enjoying yourself.

Campo

Station Agents

Station agents staff the ticket counter, selling tickets and giving information. When possible, the agent also is trained to operate the radio as the base station for train operations. Hours are approximately 10:30 am to 3:30 pm, and you can sign up for as few or as many days per month as you like. This is a great job for someone who is not mechanical and does not want to operate trains but who likes people and perhaps has some office background (although the latter is optional).

Trainmen (and women)

Trainmen form the core of the Museum's presentation to the public, working on the trains and conducting tours of the facility. Although trainmen are able to deal with safety issues and receive some training in operations, they are not operating crew. The primary function is to serve as docents with the public so that people understand the importance of the experience they are having, and learn some of the interesting things involved.

Operating Train Crew

The Museum has expanded its operation due to the popular demand for our trips. This means we need more operating train crew: brakeman, conductors, firemen, engineers. The training qualifies you to perform the operating function to FRA standards, as on any railroad. If you have ever wanted to be part of operating a train, this is your chance!

Maintenance of Way

Without track, there is no railroad. The maintenance of way function is crucial to our existence. We badly need people who enjoy working outdoors (in nice, country scenery!) on the track. It is physical work, but you can set your own pace so that it is not physically demanding. We are responsible for maintaining the track we operate on and need help with this, especially for tie replacement.

And More...

If you don't see your favorite activity listed, do not despair. There are too many jobs available to list them all, but contact us and we will find a place for you.

La Mesa Depot

Station Agents

The Museum is in dire need of more volunteers to staff the historic La Mesa Depot Saturday and Sunday afternoons from 1-4 pm. Depot Staffing Director Art Paget says "...if you're old and can't go to Campo, we need you in La Mesa!"

Please don't ignore this cry for help for our Museum's major *in-town* exhibit! The depot is accessible by trolley, bus, wheelchair, and (if you live close enough!) foot, as well as by car. It does not require physical exertion, or a lot of detailed knowledge, nor a huge amount of time. One four-hour stint a month is all that's asked of La Mesa Depot's "Station Agents".

It's the perfect opportunity for members who'd like to be "involved" in the Museum's work, but for age, economic, transportation, or physical reasons can't get to or work at Campo. You can volunteer as an individual or a couple, or in any combination! Art will train you in how to open and close the depot, how to greet visitors, what to say, and how to answer questions. It is not difficult, but it is extremely rewarding!

Most importantly, your Museum needs YOU! Whenever the La Mesa Depot is closed on a Saturday or Sunday due to lack of staffing, the Museum loses out! Please don't wait or make excuses. Pick up the phone now and call Art Paget at 423-6723, or the Museum office at 595-3030, and offer to help *your* Museum. You'll be glad you did --- and so will your Museum! THANK YOU!

Steam Locomotive Class

Monday Evenings And Two Saturdays April 1997

The Museum "Steam Team" has arranged to teach another session of Basic Steam Locomotive class during April 1997.

The class will be offered through Grossmont College of Extended Studies. For registration call them at (619) 670-1980 ext 355 or pick up the spring semester catalog.

The Monday evening classes will meet on the Grossmont College campus at 7:00 pm April 7, 14, 21. The Saturday classes will meet at the Campo Lounge at 9:00 am April 12, 26.

This class is designed for anyone interested in the history, construction and operation of a steam railroad locomotive. This class is a requirement for any crewmember wishing to be promoted to Steam Locomotive Fireman and Steam Locomotive Engineer.



B.V. Parks, Trainman

B.V. Parks, a long-time Trainman on SDRM trains, died January 6th, 1997 after a long bout with cancer. A memorial service was held at San Carlos United Methodist Church in San Diego January 16th. His two brothers and a nephew reminisced about B.V., saying he was the same with family as he was in public, a good father, and a practical joker. His name was Buena Vista, which means "beautiful view", and explains why he used his initials.

B.V. was born December 5, 1916 in Wichita Falls, Texas. He was the son of a railroad man, and the family soon moved to Missouri. He later moved to Salina, Kansas, and to the Los Angeles area in 1935. B.V. joined the US Army in 1937 and became a Medic in the Army Air Corps, which became the US Air Force after World War II. In the 1960s he was Executive Officer of the Medical Orbital Lab. After retiring from the Air Force in 1967, B.V. went to work for UCSD's University Hospital, where he was a Unit Manager in charge of Intensive Care units.

On September 20, 1942, while stationed at March Airbase near Riverside, he married Barbara Scott from nearby Arlington, California. Daughter Kathy was born in 1945.

B.V. was a long-time member of the Museum. Before train operations commenced at Campo in 1986, he was a docent at the Museum's US Bicentennial exhibit on the Embarcadero in downtown San Diego. He became one of the original group of Campo Trainmen, and particularly enjoyed working on the monthly Tuesday School trains. B.V.'s chief interests were trains, history, and photography.

All who knew B.V. Parks remember his positive attitude and smile for everyone. He charmed tourists and Museum visitors on our trains with his stories and quick wit. He had a "beautiful view" of life! We will all miss him.

Gifts in B.V.'s memory may be made to the San Carlos United Methodist Church, or the donor's favorite charity.

Mike Retz

Yes, we do know that Christmas has come and gone. But this item showed up in the Callboard for the season and it was too good to hold until next Christmas. It is written by Mike Retz, who operates our Call board. The poem was a way of expressing thanks for the many, many volunteers who put in so many hours at Campo and in other parts of the Museum.

He introduces the poem this way. "After I got home from Campo last night, I thought about Mike Reneau sitting in the cab of 1809 shuffling cars in the dark in order to have a Santa Claus Train ready for next weekend. So I sat down at the kitchen table and put together the ...poem",

The Santa Claus Special

Twass the week before Christmas and all through the crew
Everyone was busy; the time just flew.

The conductor unlocked each car with a smile
'Cause he knew Santa would arrive in just a little while.

Trainmen came next into the scene
To make sure each car was swept and clean.

No windows to open; the weather's too cool.
They enjoy that fact, it's not normally the rule.

The brakemen are ready; the hand brakes are set.
But they have to wait; the locomotive' not here yet.

Then up in the yard there arose such a clatter.
People who didn't know would think something was the matter.

But it was only the starting of old 1809.
She rumbled and knocked then sounded just fine.

Back at the depot people started to arrive
From San Diego and farther; it's quite a long drive.

The children were anxious to take this train ride,
'Cause they knew very shortly they'd be at Santa's side.

Now down the track came the engine that was to pull this train.
It slowed and then coupled with no fuss and no pain.

In a very short time children's spirits just soared.
The conductor announced it was time to board.

At the end of the train was a very special car.
Santa was in it. He had come from afar.

In no time at all the conductor's call went out,
"Crew on board" you could hear him shout.

The train left the depot and started up the hill.
The Hi ball was given. It would soon pass the mill.

The Santa Claus Special with its talk of gifts and toys
Would bring laughter and joy to little girls and boys

Mike Retz

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1050 Kettner Boulevard
San Diego, CA 92101
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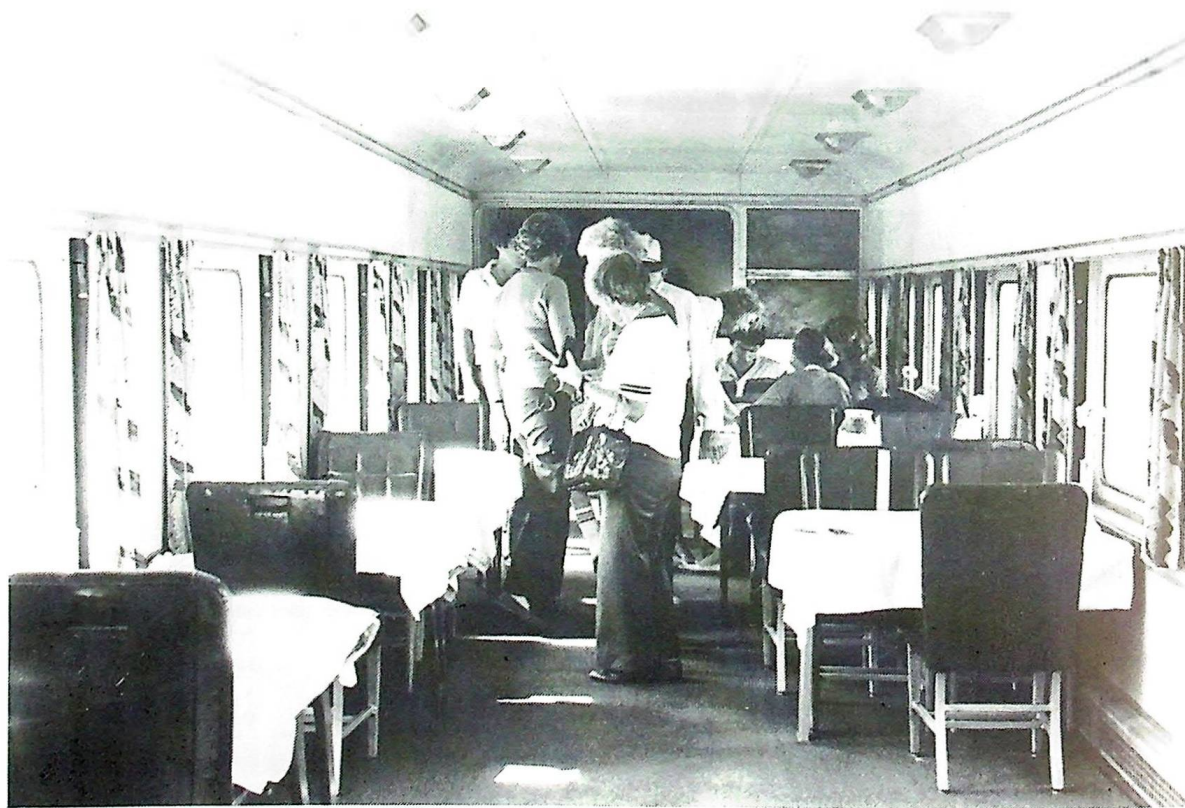
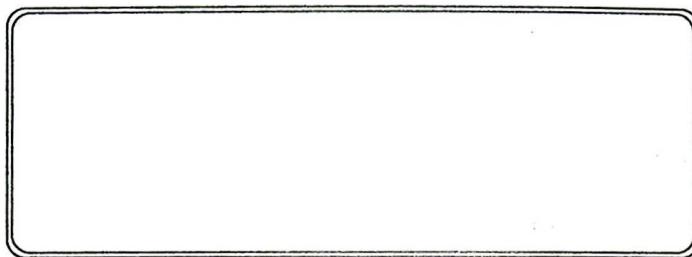


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Editor: M. H. Hartjen
Submit Articles To Editor
956 Luna Vista Drive
Escondido, CA 92025-5277
Volume 261 Deadline March 8, 1997

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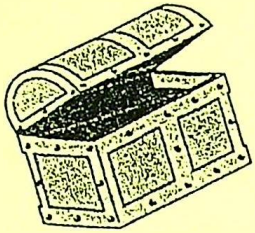


The dining room in UP #4054 during a La Mesa Cannonball trip in 1982. Because of its postwar modernization, it is hard to tell that the car was built as a heavyweight in 1929!

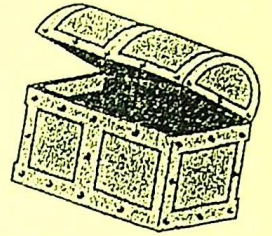
Photograph PSRMA Files

One Man's Junk

is another man's



Treasure!



Please save your usable castoffs for
the RAILROAD MUSEUM'S
RUMMAGE SALE
TO BE HELD MARCH 22ND AT
THE LA MESA DEPOT

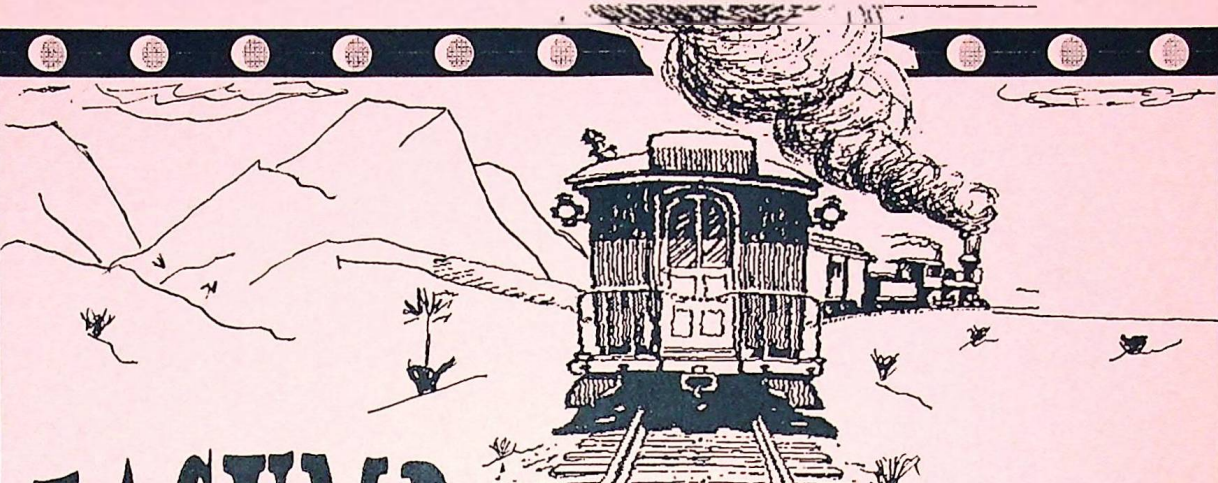
All proceeds go to the Museum

Tax Deductible Receipts Available

CALL CLIFF PENNICK FOR DROP OFF
LOCATIONS - 466-8209

Please call Don Getz & Elaine Hall for more info
465-9852





JACUMBA AND BEYOND

- Take a train ride from Campo to Jacumba and beyond! It's been 5 years!
- Kiwanis hosted Deep-pit BBQ lunch at the De Anza RV Park at the head of the famous Carriso Gorge.
- Guided walk to Indian Campground
- After enjoying the wild flowers, rustic backcountry and lunch we will journey back through Hipass to Campo.
- Live Musical Entertainment!
- Train departs at 10:00 a.m.
- Return to Campo at 4:30 p.m.
- Special 1st class Peary/Rail Bus tour package into Carriso Gorge limited to 16 people...\$200. each

Saturday - April 26, 1997

Registration

Call Now or Just complete and mail this form to:

San Diego Railroad Museum
1050 Kettner Blvd.

San Diego, CA 92101

Make your credit card reservation by calling:

Toll Free: 1-888-228-9246 or (619) 595-3030

Name: _____ Phone: _____

Address: _____

City/State: _____ Zip: _____

Member(s) _____ at \$45 Non-Member(s) _____ at \$50
Children _____ at \$25

Hurry!!! Space is limited, Trains are filled on a first come first serve basis.

SAN DIEGO RAILROAD MUSEUM Presents
April 18 to April,28 1997



COPPER CANYON ADVENTURE

10 Days into the Depths of the "Grand Canyon" of México

Fare: \$1200 Museum Member and \$1275 Non-Member (*double occupancy, single supplement add \$150*)
Departure: San Diego, Friday, April 18, 1997

The group travels by chartered bus to the captivating **Hotel Lucerna** in Mexicali, México, on Friday afternoon for the first night's lodging and a chance to become acquainted with your fellow travelers. The next morning, we are off to the Mexicali railroad station to board our chartered Pullman car and head south. At Sufragio, the car switches to the Chihuahua al Pacifico Railroad for a daylight ascent of the Canyon, ultimately reaching an altitude of approximately 8000 feet at the town of Creel. Our route passes through spectacularly rugged, mountainous country where rivers have cut several sheer-walled gorges rivaling in depth any major canyon in the world. There are 86 tunnels and 38 bridges on this remarkable railway route.

In Creel, we will stay at the **Parador de la Montaña Motel**. From here, we continue by bus through breathtaking scenery into the bottom of the Canyon for a three-night stay in the old mining town of Batopilas. This community is a treasure trove of Spanish Colonial buildings, mines and haciendas surviving from the 18th century. If exploring is fun for you, then you will enjoy Batopilas, a tropical contrast to the mountain town of Creel. After rail transport back from Creel, the final night of our ten-day trip will again be at the **Hotel Lucerna** in Mexicali. The next morning, a chartered motor coach will return us to San Diego from the adventure of a lifetime.

The price for this fabulous trip includes: all transportation (motor coach from San Diego to Mexicali and return, bus from Creel to Batopilas and return, transfers, trains and taxis where used (including gratuities), hotels in Mexicali, Creel and Batopilas, and all meals in Batopilas. **It does not include optional tours or meals on the train and in Creel.**

Return: San Diego, Monday, April 28, 1997

For information and a tour application call:

Ann (619) 498-1610, Corrine (619) 287-2417,
or the Museum Office, (619) 595-3030

No refunds after March 28



Mail to: RAILROAD MUSEUM, 1050 Kettner Boulevard, San Diego, CA 92101

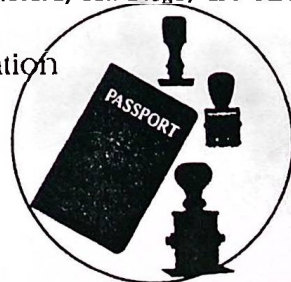
Yes, please send complete Spring 1997 Copper Canyon Information

Name: _____ Phone: _____

Address: _____

City/ST: _____ Zip: _____

Accommodations filled on a first-come, first-served basis.



SDRM 9-7