



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



George Boggs is shown alongside Museum Maintenance-of-Way motorcar and trailer train on Oct. 10, 1992 at Campo.

Photograph by B. Schnelder



REPORT is the Official Publication of the
San Diego Railroad Museum

San Diego Office
1050 Kettner, San Diego, CA 92101
Fax 595-3034 Voice 595-3030

Campo Depot
P.O.B. 116, Campo, CA 91906
Depot 478-9937 Shop 478-9451

La Mesa Depot
4695 Nebo Drive, La Mesa, CA 91941
697-7762

SDRM Research Library
1050 Kettner Blvd, San Diego, CA 92101
595-3030

Board of Trustees

Officers:

President: Glenn Reiter
Vice President: Kurt Karlsgodt
Secretary: Maryanne Thompson
Treasurer: H. Chalmers Kerr

Directors:

Steve Alcove
Harry Carter
Ron Carlson
Rita Cloud
Duane Dubke
Corrine Gallagher
Russell Hollingsworth
Ken Kramer
Ann McVeagh
Bob Miles
Jim Newland
William Schneider
Bruce Semelsberger
William Valverde

Future Shock: The Next Century

A Board retreat held September 3rd reviewed policy and leadership directions for the Museum into the next century. We have, in a sense, only recently acquired the "luxury" of talking about policy direction, since for the first time in years the Museum is debt-free. Prior to this time, we could only focus on keeping the doors open.

Yet, while we are solvent, we are far from affluent and must choose carefully among the directions open to us for the future; our marginal finances will show no mercy if the wrong direction is taken, if too many directions are taken or if no direction is taken.

There are many options, each with some support among our membership. Since our resources will not stretch to permit it, we cannot choose all of them. Although there is some overlap, and therefore the options are not totally exclusive, the Board must really decide on one direction to at least the partial exclusion of others.

The Museum began, and functioned successfully for many years, as a group of railfans without much property or budget, and many may want to return to this simpler style with its stress on membership meetings, railfan outings and the occasional operation of our own equipment as available, without the present effort to serve a major public audience.

Others have a dream of building a major city museum. While the plans for the Santa Fe site have foundered for a number of reasons, the concept of a museum in or near downtown still has significant support. It would consist, of necessity, primarily of static displays, similar to those in the State Museum in Sacramento. The key to this option (and the main reason for the failure of the Santa Fe Site) is serious fundraising at the multi-million dollar level.

Still others want the Museum to concentrate on restoration of equipment as its chief purpose and to greatly increase the emphasis we have placed on this.

Our Mission Statement's first goal is that we provide "the operation of a demonstration railroad"



and stress a "living history" approach to the subject. While some refer to this as a "tourist railroad," it is greater than simply that. It can allow us to be a living history museum on the scale of Williamsburg while also serving a significant niche in the tourist market. Our vintage equipment and ability to interpret the history that we demonstrate makes it possible to give our visitors far more than just a fun ride, especially as the display building and our other interpretive plans gradually become reality. This is obviously the most active option for us, allowing us the greatest fulfillment as a museum as well as the maximum opportunity for our volunteers to run trains. However, it also requires the greatest amount of sophistication in our operations and an emphasis on business principles to ensure successful marketing and efficient operations—concentration on those areas which are financially successful and elimination of those which are not.

We could also expand, maximizing our infrastructure, by introducing weekday operations and display options in order to get the most complete use of our facilities at Campo. The advantage would be that we would be doing what we do best—the railroad operation of our historic equipment—not to mention enabling us to reach the widest public audience possible.

Along with a better utilization of our facilities and the expansion of our railroad operations, it is important for us to speak to the community at large about our rail heritage. We learn history in order to be better guided for the future.

Does the Museum simply display or demonstrate history and let people draw their own conclusions, or do we go the next step as well to actively advocate for the future? The Rail Technology Showcase last October and our active involvement with the re-opening of the Desert Line are two examples of our current advocacy. Expansion of these activities, possibly working together with other groups, could be a real help in creating the political and public relations climate for the rail mode to thrive.

The Museum is truly at the crossroads, and major decisions must be made. It is an exciting time for the Museum but also one which will require much wisdom from us.

Win Mott



Hello, my name is Steve Kostelak, and I am the newly designated volunteer coordinator. I would like to take a few minutes

of your time to explain where I am coming from and where I would like to see us go.

As most of you know the Museum is maintained and operated completely through the efforts of volunteers. What you may not know is that we need many more volunteers to support the growing needs of the Museum.

This year has been pretty good for the Museum. We are out of debt. Win Mott has obtained about 4000 ties from Camp Pendleton for free. Things are looking better than they have in a long time. However, we are still in desperate need of bodies to do the work.

I would like to encourage all of you to consider coming out to the Museum and helping out. Just a day every other month can be a big help. Some of you may think, "Gee, I don't know anything about working on a train." Please don't let that stop you. If you are willing to contribute, we will teach you what you need to know.

Everyone is welcome and, more important, *needed*. We are particularly in need of vehicle mechanics and people to help with track work, weed control, data input for the Library, etc. As you can see, if you are willing, we can use you. If you can not come to the Museum to help personally, please talk to your friends or co-workers and see if they might not like to try something different. Making the Museum a success is the responsibility of all of us.

If you think you might like to help or if you have ideas on how to increase the number of volunteers please call 619-498-0925 before 2:00 p.m. any day of the week, and I will personally see that you get the information and help you need to get started.

Ladies, this is not a "Male Only" institution; we have quite a few female members who help out, several on the Steam Team, Train Crew and Restoration Department. So let's see more of our female membership out here. Thank you!

Steve Kostelak



Restoration Department

Restoration of AT&SF RPO 74 has reached an exciting phase. For a year and a half, we labored on interior and exterior metal repairs, plus extensive work on the roof. Those who did the work saw the progress, but to others there was little visible result.

Now the types of restoration that are both visible and dramatic are accelerating. By the time you read this, the lettering of the car will be underway. A new volunteer, Leland Kennedy, is doing the lettering directly from full-size patterns obtained from our friends at the California State Railroad Museum in Sacramento. Thanks, Leland, for taking the lead here.

All of the main windows are now installed, and what a morale boost it is not to see plywood covering the openings. Ted Kornweibel glazed them and installed bronze screen wire in the two-part upper (moveable) sashes. When lowered, they admit air into the car through the screens.

Installing the windows was no simple task. Frank Stites cleaned and primed all the window tracks. Steve Kostelak figured out how to install the tracks and metal "wrap-arounds" which completed the window openings. He determined where and how to drill and tap, and then organized the troops to get the job done. Helping him were Frank Stites and three new volunteers: Diane Roberson, Miron Flores and Ben Pollock. Great work guys and gal, and special thanks to Steve Kostelak for his initiative and leadership.

Meanwhile, metalsmiths Dick McIntyre, Dick Cupp and Bob Haney are making the final sub-floor repairs so that we can begin to install new flooring where the old part had rotted out. Thanks guys!

What is next? Uncle Sam...er, the Museum needs YOU! There is a lot of detail work now—a bit of sanding, priming, and painting. You don't need great skill for this, just a willingness to work carefully. This is "New Volunteer Month." Anyone joining the Restoration team gets paid the same as the rest of us! And the fringe benefits are great. Call Ted at 461-0098 to volunteer, even if you can only make it to Campo once a month. No help is unappreciated.

Ted Kornweibel

Train Crew Opportunities

The most important position on the Museum's trains is that of Trainman. Our trainmen's responsibilities include greeting our visitors, ensuring that their visit will be a safe one, assisting them on and off the train, describing the history of Campo and the SD&A to them, and explaining what's happening on the train ride. The trainman's job also includes such mundane things as cleaning up the cars before and after the day's runs. With a certain amount of experience and further training, trainmen who desire can move on to other crew positions.

You can start on-the-job training as a Trainman or Docent any time, but we ask that you do take our Trainman's class within 6 months of starting. To get started right away, call Mike Retz at 466-8808.

Our Trainman's Class will be held two evenings at Grossmont or Cuyamaca College and one Saturday at Campo. The class will cover San Diego railroad history with Bruce Semelsberger, Trainman's duties and safety orientation. For further detail see the Grossmont/Cuyamaca PREVIEW, which was mailed by the college to people residing in the college district. If you live outside the District, contact the Training Officer (see below). The College's fee is \$34.

The next step after Trainman is Brakeman. Speeder operators also need to take this class. Brakeman training will consist of 4 sessions: two in-town classes at the La Mesa Depot and two all-day sessions at Campo. The Fall section of the class will be Oct. 22 & 29 and Nov. 1 & 15. The prerequisite for becoming certified as a brakeman is previous experience (6 to 12 days) as a trainman. To register, contact the Training Office. The class will be limited to 8 people.

If you or anyone you know want more information about being a part of our all volunteer crew, please contact Jim Baker, Training Officer at 670-7441.

Jim Baker

Ken Kahan and Jim Baker were certified by the Qualification Board for the positions of Brakeman and Conductor, respectively. Ken and Jim are also working on being certified as Steam Firemen for SP #2353. Congratulations!



Walt Disney's Railroads Multimedia Program

Presented By Michael Broggie

San Diego Railroad Museum members, families and friends are invited to attend the lecture and multimedia program *Walt Disney's Railroads*, Thursday evening October 9, 1997 at 7:00 p.m. in the Marie Hitchcock Puppet Theatre in Balboa Park. Nearby free parking is available.

Michael Broggie will chronicle the tale of Walt Disney's personal involvement in railroading. Mr. Broggie provides a unique look at the various railroad projects of Walt Disney, including his 1/8th scale backyard railroad, the Carolwood Pacific Railroad.

Scores of 35mm color slides and film clips show the life and times of Walt and how railroads were an important influence throughout his life. See rare footage of Walt and his backyard railroad, and animator Ward Kimball's Grizzly Flats Railroad. The presentation traces the origin of the vision Walt had for Disneyland. Of all the attractions at Disneyland, only the steam railroad, the Viewliner and the Monorail belonged to Walt Disney as his private property.

Much of the material, gathered over the past 20 years by Michael Broggie, will be included in a book, due for release in September 1997 by Pentrex Publications, *Walt Disney's Railroad Story*. The book is about Walt and Michael's father, Roger Broggie. Roger was Disney's first Imagineer, who created the transportation systems for the Disney theme parks.

Michael Broggie grew up knowing Walt Disney. In the early 1950's he accompanied his father to the Disney estate in Los Angeles where he helped run Walt's Carolwood Pacific Railroad nearly every weekend. During the construction of Disneyland, Michael often rode a hand car or steam engine with Walt as he surveyed the park's progress.

Michael began work on his book over three years ago in cooperation with Mrs. Disney, who wrote the foreword and provided access to her personal photographs and files. Michael is also the founding member of the Carolwood Pacific Railroad Historical Society. The society is dedicated to pre-

serving the legacy of Walt's railroading activities and to perpetuating interest in railroading as a hobby.

Mr. Broggie may have copies of his book available for sale and signing. If you have already purchased the book, bring it along for his signature.

The Marie Hitchcock Puppet Theatre was provided under the sponsorship and assistance of the San Diego Model Railroad Museum, Mr. John Rotsart, Curator. This free program is under the auspices of the Museum Services Division, Mr. Rich Borstadt, Director.

H. Chalmers Kerr, Jr.

References:

San Diego Garden Railway News, February 1997.
Pentrex Publishing sales literature, Summer 1997.
Carolwood Chronicle, Winter 1997.

Architect Hank Bugenhagen

Henry F. "Hank" Bugenhagen, a noted local architect and builder, passed away on July 22 on his 58th wedding anniversary. He was 78.

Hank had been a member of the Museum since at least 1989. It may have been no accident that he was a model railroader and railfan. He was born in Minot, North Dakota on May 10, 1919, the 50th anniversary of the completion of the First Transcontinental Railroad at Promontory Summit, Utah on that day in 1869. It was also the same year our own San Diego & Arizona Railway was completed between San Diego and the Imperial Valley.

Mr. Bugenhagen moved to San Diego during World War II and spent some time in the aircraft industry. Later he studied to become an architect and went on to design and build custom homes in La Jolla and elsewhere, and a variety of residential developments, apartments, and industrial, retail and commercial projects. The present Anthony's seafood restaurant on Harbor Drive was one of his notable projects.

Hank was a long-time member of the First Presbyterian Church in San Diego, and oversaw the rebuilding of the church's main sanctuary after it was damaged by fire in the 1980's.

The Museum mourns the loss of one of its own and extends sympathy to Hank's wife Charlene and his family.

Dick Pennick



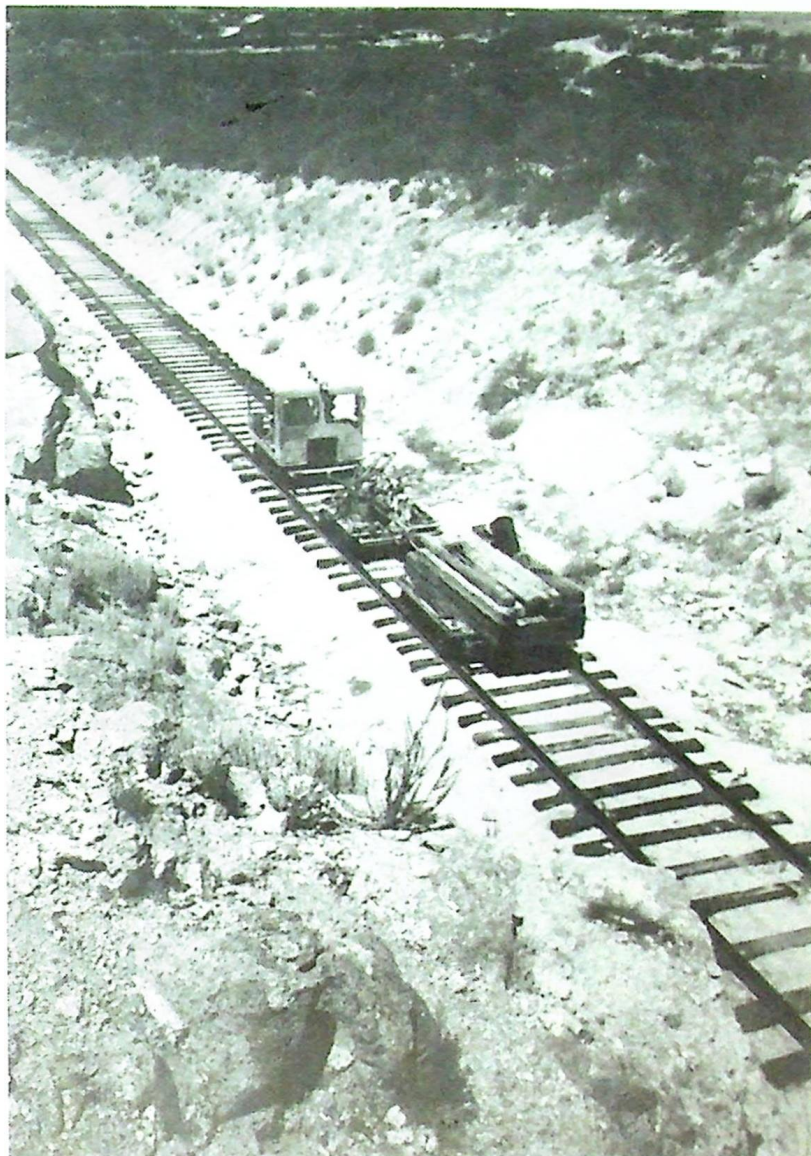
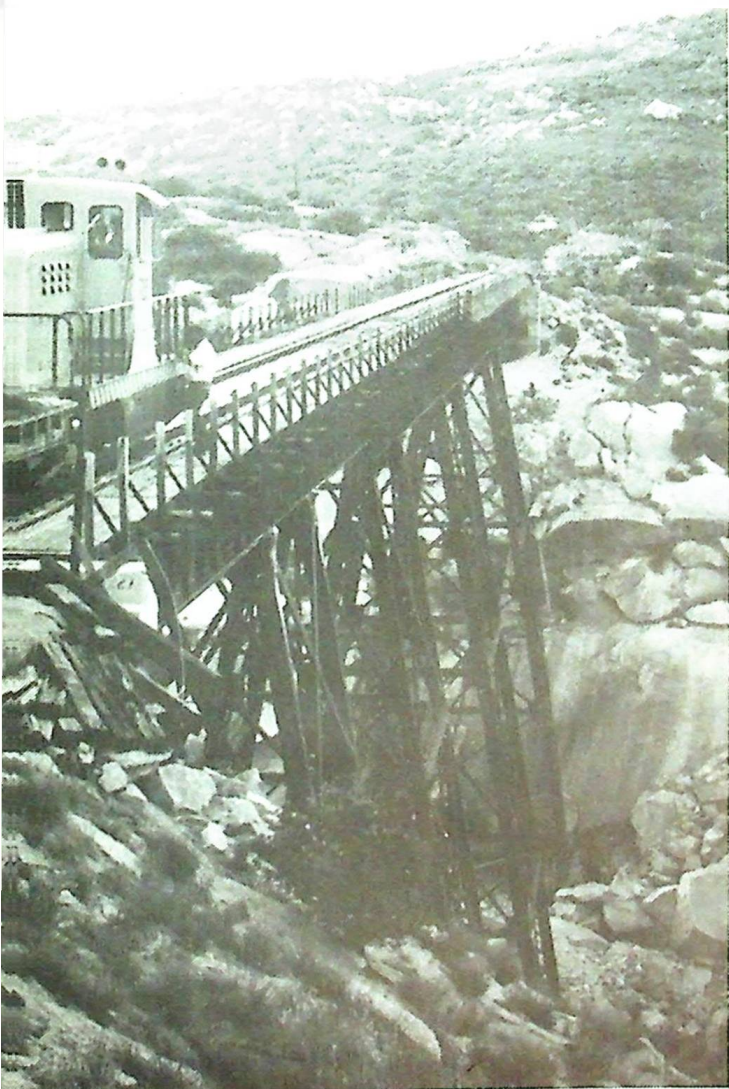


Maintenance- of-Way Gallery



Photographs beginning at upper left going counter-clockwise:

- 1) Maintenance-of-Way work needed in Carrizo Gorge.
- 2) The burned trestle just east of Tecate in January 1996.
- 3) Mike Reading in foreground on work train at the high bridge over #94 in April 1997. Photograph by Ray Tatlock.
- 4) Gaugecar ex-Navy #62-00320 with Work Pushcar SD&A #41T at Campo in 1992. Photograph by B. Schneider.
- 5) Speeder brings ties to upgrade line. Photograph by A. Dillane.



Museum Blz: Interpretation, Part I

This is the first in what we hope will be a somewhat regular series on Museum theory, method, and practice.

Interpretation

"An educational activity which aims to reveal meanings and relationships through the use of original objects, by firsthand experience, and by illustrative media, rather than simply to communicate factual information."

Freeman Tilden, 1957

When Freeman Tilden of the National Park Service wrote his first book in 1957, *Interpreting Our Heritage*, the term "Interpretation" was thereby firmly established as the definition of the process by which explanation of history, art, archaeology, or nature was performed. The newly defined craft was something done by people with varied titles such as guide, ranger, educator, interpreter, or docent. At our Museum, Interpretation is generally seen as the realm of the Trainman, but Conductors, Brakemen, Engineers, and staff and volunteers of all natures and job titles regularly get their opportunity to converse with the public.

That interaction is essential. The goal of Interpretation is to communicate with visitors, not talk at them. Professor Paul Risk suggests that as such, Interpretation is more like:

"The translation of the technical or unfamiliar language of the environment into lay language, with no loss in accuracy, in order to create and enhance sensitivity, awareness, understanding, appreciation and commitment."

The fostering of sensitivity, awareness, understanding, appreciation and commitment is essential to our mission as an institution. People protect and preserve what they value. If our visitors do not come away from their visits to our Museum facilities at Campo or La Mesa without some additional sensitivity, awareness, understanding, appreciation or com-

mitment to our mission, we have failed. Our visitors need to be intrigued enough to be sensitive to our cause and aware of its importance, and to understand its significance in their own and others' lives. With understanding, we can hope to bring about appreciation. Appreciation leads to value assignment. Valued things and experiences are protected and preserved. A visitor who is sensitive, aware, understanding, and appreciative, will be our best candidate to commit to actively participate and to support us.

Jim Newland

Next time: *Interpretive Activities, More Than Tours*

SDRM Train Schedule

Steam

Trips depart from Campo Depot at 12:01 and 2:30 each day. All trips listed are for the 1.5 hour Miller Creek Excursion. Prices are regular \$10 fare.

November 1, 2, 15, 16, 29, 30

Ticket To Tecate

Rail adventure across the U.S./Mexico border. Roll through tunnels and across bridges through 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 day fun for only \$35 per person.

September 20, October 4 & 18

November 8 & 22, December 6

Dinner Train

Delicious four-course meal. Seated service with tables set in linens and china. Wine and beverages included. Two-and-a-half hour scenic backcountry tour. Seating is limited to 30 people.

October 11, November 15, December 13

For further information or group and charter rates, please call Toll Free 1-888-228-9246 or (619)595-3030. Reserve your seat today!



Wish List

NOTE: Please send Items for Inclusion In the WISH LIST to Dick Pennick, c/o the Museum, or call him at (619) 463-2276. Potential donors have the option of providing either the listed item or equivalent cash to purchase the item or items. Call for estimates of value for any item shown, if a cash donation is your preference. All such amounts will be held in appropriate restricted accounts for the item specified.

Interpretation

Display Items - For display in recently-restored Railway Post Office (R.P.O.) car ATSF No. 74:

- ☞ R.P.O. memorabilia
- ☞ Artifacts, tools, etc. used by R.P.O. mail clerks
- ☞ Photos of R.P.O. mail clerks at work, picking up mail bags "on the fly", etc.
- ☞ Original R.P.O. mail clerk uniforms, insignia.
- ☞ Original (or clean copies of) R.P.O. mail cancellations on envelopes, cards, etc.
- ☞ First-person accounts by former R.P.O. clerks (Museum can arrange taped "Living History" interviews)

Operations

- ☞ **Shade tarps** - System of portable stanchions and canvas covers for use as a shade during outside restoration or maintenance work in the summer months at Campo.
- ☞ **Ear plugs** - One year supply of ear plugs for restoration/maintenance/operations volunteers.
- ☞ **Crossties** - Large quantity of new or relay-quality treated wood crossties @ \$15 - \$24 each.
- ☞ **Tools** - wide variety of hand and power tools, and their accessories, always needed for restoration and maintenance work at our Campo Operations Center. Let me know what you have.
- ☞ **Screws, nuts, bolts, nails, etc.** - all types and sizes always needed (non-metric preferred). Coarse thread, fine thread, machine screws/bolts, wood/sheet metal screws.
- ☞ **Lubricants** - Variety of lubricants always needed (we're an operating Museum, after all!). Our diesel locomotives, forklifts, loaders, cranes, air-compressors, etc. need oil changes periodically to keep them running well. Greases are also needed, various types and weights.

Steam

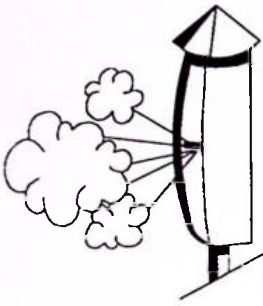
- ☞ **Grease gun** - We are still seeking a suitable heavy-duty grease gun that will handle the hard "pin" grease used for the rod pin grease fittings. In the steam days, and in the larger steam shops today, air-operated guns are employed. Other smaller steam operations, like ours, use a hand-operated screw-jamb type which will do the job but requires more effort. If you have either type, we'll gladly accept it!
- ☞ **Backpressure gauge** - We are still looking for a working or restorable backpressure gauge. Two types were made during the steam era: simplex type (which measured only the backpressure) from 0 - 15 psi or so, and the duplex type, which was essentially two gauges in one - a steam gauge measuring boiler pressure and a small window in the face that registered the backpressure. We would prefer an original gauge from some long-scrapped engine, if we can find one. A loan would probably be acceptable.

Library

- ☞ **File cabinets** - 3 or 4-drawer, letter or legal size, wood or metal.
- ☞ **Flat files** - Metal or wood. These files are for storing items that must be stored horizontally, such as maps, drawings, oversize photos or artwork, etc. Available in several sizes: 20 x 30, 24 x 36, etc.
- ☞ **Acid-free storage items** - Boxes, file folders, magazine boxes, etc.
- ☞ **Poor's and Moody's Manuals of Railroads** - Any year. These are corporate listings of railroad companies, published for 100 years or more, providing concise company data for each company.
- ☞ **San Diego railroad paper items** - We are always in need of books, timetables, passes, photos, train orders, dispatcher's train sheets, maps, drawings and other operating records from San Diego area railroads over the last 120 years. One item we don't have in the reference collection is an original or copy of an SD & A/SD & AE Railway steam locomotive folio book, showing the key specifications and diagrams of each steam locomotive on the roster.



Tales Along The Rails



Hobos were a regular part of the railroad scene in our country from after the Civil War until the beginning of WW II. The origin of the word hobo is

shrouded in the past, but we like to think it came from a contraction of the words "hoe boy." Hoe boys were men who were displaced by war or hard economic times or who simply had a thirst for travel and adventure. Short of money, but with a clean change of clothes, a hoe and their pride, they took to the rails to see this great country of ours... America. Their pride wouldn't let them beg or steal. They were willing to work for food and shelter. In a land full of gardens and ever-present weeds the combination was a natural. The man with the hoe who was willing to trade his hoeing the garden for a sandwich and a cool drink of water in a money-short economy was welcomed. His only weakness seemed to be his pleasure in riding the trains without the money to pay for a ticket. However, this was offset by his willingness to share the tales of his travels and the stories of people he had met. This leads us to the tales of "The Campo Double Con" and "Paulsen's Furry Tuxedo."

It seems that over time a number of people have been critical of the appearance of the Campo Depot. But talk is cheap and time passed by. Then came George Boggs, Bill Niedrich, Don Getz, Rich Warner, and a donation of bricks from RCP, and without fanfare things moved ahead. A beautiful brick walkway and black metal fence were added to the mainline side of the Depot. A flag pole, a wooden rail fence, new shrubs and trees were added on the road side. Thomas Lee and Linda Bragington created a unique and special "Box Car Theater" out of the old neglected wooden boxcar for all to enjoy. Jim Hamill was seen to spread much needed redwood stain on the picnic tables... and then things came to a stop. Time passed, everyone was busy, and then came—The Double Con.

One day Bill Niedrich went to Teri Gregory and asked when were the last 600 bricks going to be laid

and the project finished? It seemed that money, time, and labor were needed. Bill said he would find the money if Teri would take care of the rest... and the con was on! Teri asked Allan Dillane if he could handle the job. Al said he was way behind on his projects and didn't have the time or the expertise, but he knew two guys who did (you with me?).

On the next School Day Train Don Getz was the engineer. Al was admiring the good job Don (look out Don) had done on the brick walk but lamented over its unfinished appearance at the end of the depot. Don agreed and was kind enough to explain how and where the remaining 600 bricks should be laid to finish the job, but there was no money.

Al was delighted with Don's grasp of the situation and (watch the bait) innocently asked, if the money and some labor were made available would Don agree to take on the project, and Don agreed (the hook is set). At about this time Rich Warner went by with his tractor, and Al told him that Don was finishing up the walk, and would Rich do the grading—to which he agreed (add another one).

Time moved slowly on, and then one day Rich graded the site. Don with some help from some NCCC team members set up the forms ready for the cement, and the cement truck didn't come. There was even some doubt if it would ever come. (The con was falling apart.) Now here is where an old highway engineer comes in handy. Rich Warner went to work. He went to the cement place, got a truck load of sand (we needed it anyway) and asked questions about how many sacks of cement we would need to buy from the hardware store to mix our own (talk about a con!). The boss (a lady) couldn't have been nicer! She delivered the cement the next day.

When the day came to lay the bricks, once again Don Getz was scheduled to be the engineer on the train. Don came up the day before and then got up early the next morning to get everything ready. (Now watch this—here comes the double con!) Rich Warner, Al Keevil, and a non-member paying passenger are standing around while Don is demonstrating how to lay the bricks when Allan Dillane stops by to see how the job's progressing. As a kindness (you got that), Don lets Dillane get down on his knees and showed him firsthand how it was to be done. Don was very impressed with Allan's brick-



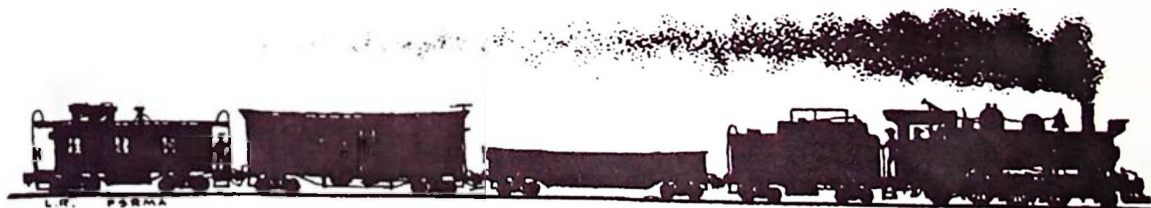
laying ability and told him so (the bait is swallowed).

At about this time the Conductor called for a brake test on the train, and Don had to go, with the parting shot that Allan had better hurry up and finish before the sun got too hot. It was great! There was Don in the engine car, the paying passenger and Al Keevil, the Trainman, looking out the windows of the train, Rich Warner driving off on his tractor and Dillane on his hands and knees in the hot noonday sun laying bricks as the Miller Creek Train whistled for the Highway 94 crossing. One moral of this story is that it's best to know the ending you want before you leave the door open for a surprise. Which reminds me of the story of Paulsen's tuxedo.

Stan Paulsen is a volunteer who lives in Long Beach and of necessity stays overnight in the barn and sleeps on one of the couches. He is a mechanic *par excellence* and as such never wears a tuxedo. After he has spent the day in one of the diesels, his shop suit has more grease and oil on it than any three mechanics could hope to have. But you can bet your bottom dollar that engine will be purring like a kitten when he's finished. All of which has nothing to do with his tuxedo except he's really tired when he finally lays down to sleep. Now, there is a long standing rule that if you stay overnight, you close all the doors to the building before you go to sleep. Having spent a hard day on the mountain Stan fell asleep without locking up. Some time in the middle of the night he was awakened to find himself only slightly above eye level and only a short distance from this beautiful black and white furry tuxedo (the skunk). Apparently with good "scents" (Stan's greasy work suit nearby), the skunk left the way it came through the restroom hall. With great presence of mind Stan jumped up and closed the hall door. Only then did it occur to him that maybe the outside door was closed and that he now had an unhappy skunk locked in the hall. Quickly he ran through the barn to the out side and was relieved to find the door open and the skunk gone. Needless to say, Stan Paulsen is now a believer in locking up at night!

Really Stan,
we hobos have
known this for a
long time.

Hobo Joe



Ballast From Maintenance-Of-Way

We have missed the willing hands and the driving force of such members as Paul Westover and Chris Leenknecht, whose jobs and interests have moved them in new directions. However, their contributions are warmly remembered and appreciated. The Campo operation's maintenance-of-way efforts have limped along these last five years without them, but with no cohesiveness. Rich Warner has been quietly making sense out of the lower yard, even though we keep piling new stuff around as soon as he gets a space cleared. Dick McIntyre, Bob Haney and Dick Cupp have repaired the three-way switch in the upper yard. Tom Schreck found a bad tie in the curve of track three during his second visit, and with some instruction from Rich Warner he replaced it. Meanwhile the Steam Team has joined the effort to upgrade track #5. They plan to replace the existing 60 lb. rail with some 134 lb. rail that Mike Reading found for them.

The big push has been to get the speeders back on line. Many thanks go to Gary Sweetwood and his engine repair business, Sweetwood & Sons in Lakeside, who rebuilt the M-19 and the A-5 engines. Frank Deninson and Tom Schreck changed out the shoes on the M-19, and Paul Broer and Steve Kostelak have been working on the wooden gang car unkindly referred to as "Paul's Mobile Outhouse." With this equipment online we will be in the best shape in years to support the Fall track parties.

Museum members interested in qualifying as speeder operators should contact Jim Baker and reserve Nov. 19 and Dec. 3, 13 and 20 for the training classes.

Allan Dillane





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

Change Service Requested

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



Inside This Edition

❧ Future Shock; The Next Century.....	2
❧ HELP	3
❧ Restoration Department	4
❧ Train Crew Opportunities.....	4
❧ Walt Disney's Railroad Multimedia Program.....	5
❧ Architect Hank Begenhagen.....	5
❧ Museum Biz; Interpretation.....	8
❧ Train Schedule.....	8
❧ Wish List.....	9
❧ Tales Along The Rails.....	10
❧ Ballast From Maintenance-of-Way.....	11

Next REPORT Vol 264 Deadline November 8.
Articles and Photographs can be submitted to the
Museum Office.