

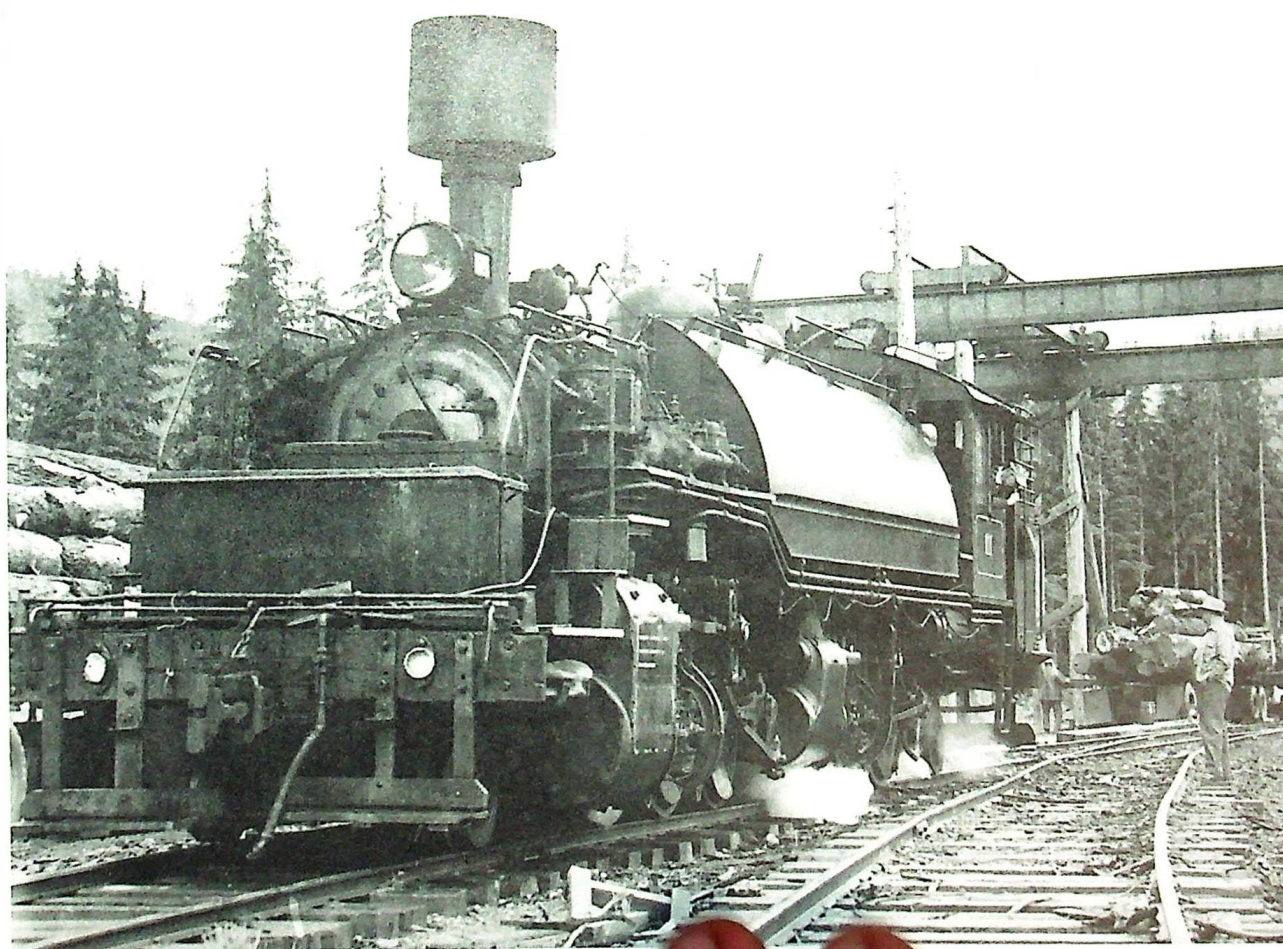


Fall 1998

REPORT

Volume 268

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



"PREVENT FOREST FIRES" is the appropriate slogan on locomotive 111's toolbox as she awaits action at Crane Creek, WA on June 7, 1956.

Photograph by Stan Kistler

From The Desk Of The Executive Director

Recently I have made several trips to Campo with Denby. These trips are to familiarize myself with the facility and the problems that are ongoing. My impression has been one of astonishment. There are so many projects going on at once.

Two years ago our high profile project was the #2353, somehow the Museum raised the funds and volunteers answered the call. An accomplishment beyond anyone's dreams. However, we have numerous projects that have the same potential of accomplishment that seem to be on hold. It's apparent that when a project gathers momentum that we can be assured that this particular project will in fact come to fruition. The challenge seems to be to get the same momentum going on projects that are not so high profile.

What I am proposing is that those volunteers who have provided their blood, sweat, tears and money to a certain project go beyond those perimeters and focus on the Museum as a whole unit.

Many of the projects at Campo that have been started have somehow lost people's interest. I think this is tunnel vision. Sure we can refurbish or restore a certain car but that in itself does not make a Museum.

Let's use the #2353 as an example because it is so high profile. It appears that personnel that worked on the restoration and operation have claimed this project their own, this is tunnel vision. We need the same dedication and talent on all of the other projects yet to be started.

Your dedication is part of the big picture. This picture includes all

of our precious collection. It will ensure that any project is recognized publicly for the manpower effort and the funds raised. There can not be any "cliques" in this organization. If this is your concept, perhaps you need to meet with me privately. The #2353, #3873 or #2104 are not the entire museum. Your giving, talented efforts are required to succeed. The Museum cannot depend on one particular project and unless our collective vision broadens we will be in jeopardy.

Please offer your expertise freely. We have many beautifully completed or almost completed projects, but we can't stop there. I cannot possibly express my appreciation and thanks to all of you for your continued support.

Patricia Blackmore

San Diego County Train Stations Book Back In Print!

Revised edition now available

The Railroad Stations of San Diego County: Then and Now is back on the bookshelves! Local author Jim Price has revised his 1988 book to include new photos and updated text. The book opens with a summary of San Diego County's railroad history, from the Frank Kimball's land grants in National City in the 1880s to the present expansion of the Trolley. For each existing depot, the heart of the book shows "then" and "now" photos, accompanied by a brief history and detailed street directions. Some commentary on San Diego's railroad future closes out the text. Pacific Rail News said "The book is very well done..."

Price has done a very thorough job of tracking down the remaining railroad stations and covering each..." San Diego Magazine called it a "charming and informative" book. We can still enjoy over a dozen original depots, several of which are more than 100 years old. That list includes the elegant former Santa Fe stations in Carlsbad, Escondido, Encinitas, and National City, as well as the tiny La Mesa station, originally built by the San Diego and Cuyamaca Eastern and now owned by SDRM. But the book also includes the new stations at Old Town and Solana Beach that service the Coaster and Trolley.

SDRM will have books available at both the Administration Office in the Amtrak station, in downtown San Diego, and at the ticket office in Campo. The book is also available by mail order from:

EZ Nature Books,
P.O. 4206,
San Luis Obispo, CA 93403;
Telephone: 1-800-455-0666.
Cost is \$7.95 plus \$1.50 shipping and 7% sales tax for a total of \$10.

The SDRM plans to hold a book signing soon for Mr. Price. Details will be provided in future issues of the REPORT.

The Christmas Train

January 10, 1998
"Day Of The Three Kings"
....and The Children

The Christmas Train was conceived last Thanksgiving Day. At first, the idea was to merely throw candy canes to children along the railroad track, but it soon grew to running a train from the Campo, CA. depot to Tecate, Mexico! With that came the need for a train crew from San Diego Imperial Valley Railroad, a locomotive and passenger cars from the San Diego Railway Museum, and many volunteers.

The Christmas Train was originally scheduled to run on Sunday, January 4, 1998. However, after the Railroad Museum contacted officials in the city of Tecate and their welfare department, it was decided to reschedule the trip to Saturday, January 10, 1998, to give the officials in Tecate more time to notify the children of the train's arrival.

Donors and volunteers worked around the clock to prepare the estimated 2,300 gift bags needed. Each bag consisted of candy canes, chocolate kisses, pencils or color markers, bookmarkers, a comic book or color book, and a toy or stuffed animal. Additionally, 3,000 oranges donated by Specialty Produce were given out to all those who came. There were blankets donated by the Marriot Hotel, and another 166 blankets purchased with the last of the donations in the special The Christmas Train account, which had been established to handle cash donations for the project.

At 6:30am on Saturday, January 10, all the gifts and volunteers were loaded up and we headed out for Campo. By 9:30 am the train was loaded with all the gifts, volun-

teers, and our entertainers and their equipment. We were as jubilant as children ourselves, and our excitement rose even more when the whistle on the big train engine blew, and The Christmas Train slowly pulled out of the Campo depot. We were on our way!

The train smoothly traversed the rails, winding through San Diego County's rugged back country, through tunnels, and finally crossed into Mexico. At this point, our "Three Kings" changed into their costumes, which were on loan to us from the San Diego State University Theater Department and added a very regal touch. Just outside of Tecate, the train came to a stop to remove some rocks that had fallen onto the tracks, then we continued on our way with the train horn blowing. Little did we know that the horn could be heard for miles, all the way to Tecate, and was announcing our arrival.

At the first road crossing the Tecate Police stopped auto traffic to allow the train to pass and continue on its journey without delay. Again the train horn blew, announcing we were getting closer to our destination. Children were waving at us as we began moving through town. But, to our total astonishment, as we rounded the last curve just blocks from the Tecate depot, all we could see was an ocean of children. There were literally thousands, all standing in line to greet the train. The mind can not begin to comprehend the emotion of so many children when it is merely a number on a piece of paper, it can only truly be understood and felt when experienced with your own eyes.

As the train slowly pulled to its resting spot, the entertainers on board the train quickly set up their band equipment to entertain the children, while the rest of us prepared the gifts and other items to be

given out. At 11:30 am, we were ready to begin, then one mother suddenly raised her child to the observation deck at the back of the train where our "Three Kings" were standing, because she wanted her child to "kiss the Kings". That was how it started, and for three and a half hours children boarded the train at the observation deck and received a gift bag from one of the Kings. As they made their way through the passenger car and left the train through the rear of the car they were given an orange, then off they went to play! (We learned later that some of the children had been waiting in line since 8:00 that morning!) All total, over 3,500 people greeted the train, and 2,300 gift bags were given to the children. As the line slowly wound down, we gave out the blankets, one per each family, to the mothers who were last in line.

It was a trip to celebrate the "Day of the Three Kings"...and the children. It had been a long, cold and damp day, but as The Christmas Train wound its way back along the rails toward Campo. We were all warmed by the wonderful feeling in our hearts, and our spirits soared with the success of this special trip. No one enjoyed themselves more than our "Three Kings". The look of joy and excitement on the faces of the children as they gave them each their gift bag is something that will stay with them for many years to come. This wonderfully exciting trip could not have happened without the help and support of all the donors, volunteers, and the wonderful people in the city of Tecate, who all have a special place in their heart for children. It was an enormous task, one which could not have been done without all of you! Along with all the thousands of children whose lives you helped touch with love and joy on this special day. Thank you!

Continued on page 13

Library Fundraiser Cookbook

Won't you help us, please? We have decided to publish a community cookbook filled to the brim with the best recipes from the best cooks in our community — and we need your favorite recipes! The best news of all? All of the profits from the sale of the cookbooks will go into our treasury for our current fundraising project. These 6" x 9" cookbooks, with plastic comb binding, will most definitely become a cherished keepsake on your kitchen shelf!

We would like to have three or four of your favorite recipes as soon as possible. We will select one or more of your recipes to be included in our cookbook. Your name will even be printed in the cookbook with each of your own recipes! Please print carefully or type your recipe and send to me. If you would return your recipes to us within the next week or two we will be able to consider your recipes for inclusion in our cookbook. Recipes need to be submitted by Dec. 31, 1998. With a projected publication date of Feb. 1999. Cost per book to be determined depending on the number of orders and recipes received (somewhere between \$6 and \$15).

We are anticipating a great demand for these cookbooks, so we want to be certain we are ordering enough cookbooks. It would help us immensely if you would indicate how many cookbooks you want us to reserve in your name ... remember, if you don't reserve your copies now, we may not have a cookbook for you!

RECIPE CATEGORY:

- ☐ Appetizers, Beverages
- ☐ Main Dishes
- ☐ Soups, Salads
- ☐ Breads, Rolls
- ☐ Vegetables
- ☐ Desserts
- ☐ Miscellaneous
- ☐ Other

RECIPE TITLE:

INGREDIENTS:

(Please use these abbreviations:
c., tsp., Tbsp., pkg., qt., pt., oz., lb.)

METHOD:

Please reserve _____ copies.

Submitted by: _____

Signed: _____

Phone Number: _____

Thank you so much for participating
in our fundraising efforts.

Roy Pickering, Director of Libraries
1050 Kettner Blvd., San Diego, CA 92101
(619) 462-3392
rpickering@home.com

Donations Needed

We are in need of cash donations for the purchase of a new computer to continue cataloging the book collection and begin the cataloging of photographs and maps. A scanner and color photo printer is also planned for purchase. Any help will be greatly appreciated as the total cost will be about \$3600. If you can help be sure and mark on the envelope "Library Computer".

Books For Sale

Be sure and stop by the Museum web page www.sdrm.org or stop by the library and check out our collection of used books for sale. On the web page, click on Book Store on the home page. At the library, we have an extensive collection of back issues of most of your favorite magazines. There is also a large collection of employee timetables, railroad menus, original SD&AE postcards and special single page one year calendars with one of several different photos (SP 2353, SD&A 104, San Diego Santa Fe Depot, etc.)

La Mesa Depot

This year the City of La Mesa will have it's annual Christmas event on Dec. 11-12, 18-19. The Library will put up lights on the depot and decorate the inside. We will have hot cider, hot chocolate and candy canes for the kids. The City has carolers, carriage rides, santa, craft and food booths. Lots of activities for the kids. If you would like to help light the depot and/or greet visitors please call Roy Pickering. This has proven to be a very positive and fun event, so stop by and say hi!

Roy Pickering

MUSEUM BIZ: THE TREATMENTS - PRESERVATION TO RECONSTRUCTION

In the last column we discussed the concepts and theories of Museum collections policies. In recognizing SDRM's ethical responsibilities for preserving our collections for future generations, I mentioned the use of "historic property" treatments.

These treatments are identified in the Secretary of the Interior's Standards for the Treatment of Historic Properties, a publication of the National Park Service. (The National Park Service is the agency responsible for establishing professional standards for the preservation and protection of historic resources in the U.S.) There are four recognized treatments: preservation, rehabilitation, restoration, and reconstruction. Choosing the appropriate treatment for a historic resource (such as a historic building, landscape, or piece of rolling stock), requires careful decision-making which considers the resource's historical significance, physical condition, proposed use, and mandated codes and standards.

Here is a quick introduction to the treatments:

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. In other words, it means preserving the resource in its current condition. These treatments focus on the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. Stabilization and "mothballing" treatments are considered preservation treatments since they are

focused on stopping further deterioration. The occasionally used treatment of "Arrested Decay" is defined as the preservation of a historic resource in its deteriorated condition. Bodie State Historic Park in Mono County is the most notable example of such a place. (Bodie is preserved as a 1940s ghost town, not restored to its 1860s mining camp boomtown period).

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or physical values. In other words, this means giving a building or railcar an "adaptive use." Examples are the Lackawanna Cars that are not preserved as Lackawanna Cars but adapted for interpretive use as SD&A coaches.

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time. This treatment requires well-researched historic documentation for the restoration period. Features that were part of the historic period that were later removed are restored as well as features or changes from the non-restoration period removed. An example would be if the Carriso Gorge 050 car was restored to its private car period of the 1920s, the 1940s "army hospital" car period features would be removed and the 1920s features restored. Thus, restoring the car to one specific period of its history.

Reconstruction is the act or process of depicting, by means of new construction, the form, features, and details of a non-surviving site, landscape, building, structure, or object (like a railcar), for the purpose of replicating its appearance at a specific period of time and in its

historic location for interpretive purposes. Basically, this treatment is when you reconstruct a resource that is no longer existing. It requires extensive historic documentation (often times archaeological excavations for building reconstructions). Local examples of reconstructions are found in Old Town San Diego State Historic Park where roughly a dozen reconstructions have been built to go with the seven original historic buildings.

Next time we will discuss the criteria for choosing one treatment over another, and outline the "preservation basics" that are covered in all treatments.

If you would like to learn more about the preservation biz, the Division of Museum Services will be sponsoring a historic preservation training/workshop at Campo in late January. Information on exact time and date will be forthcoming soon.

Jim Newland

Next time:

THE TREATMENT GUIDELINES

From The Training Officer

Recent new certifications include Sandy Schussler and Dianne Roberson as Brakemen, and Ken Kahan, Dick Pennick, Craig Spingola, and Paul Broer as Speeder Operators. Congratulations!

WANTED: Assistant Training Officer. Help teach classes, prepare curricula, administer tests, keep records, etc. Prefer person with at least one year's experience on train crew. Contact Jim Baker at 670-7441 or baker@train.sdrm.org.

Jim Baker

On Sept 5, 1998 SuAnn and I decided we should go on a Wine Train Trip. We arrived at the Santa Fe station before 7:30 a.m. Buses depart about 7:38 a.m. We arrived at Campo just after 9 a.m. with three buses. Mike Rencau was running around working on the breaks after getting the radio wire repaired in 1809. We left late, stopped again for a few minutes. I didn't have my radio to find out why. I didn't care since I was on a trip to relax.

We arrived in Tecate about 11:25 a.m. Several people took pictures next to 1809. Most of the people loaded onto buses. At 11:35 a.m. we headed south out of Tecate. We were able to see a part of Tecate I hadn't seen before. We went past two swim clubs said to be built by the Government. One had some

Wine Train Trip

water slides. The road south is narrow and rough at times. We traveled over rolling hills into valleys and after 50 minutes arrived at Domecq our first winery. We had a tour of the big building used for curing the wine. First in barrels, then large tanks and finally in bottles. It was warm but not too hot. We went into the most important wine tasting room. Everyone picked up a glass and we had 8 or more wines to taste. We could buy up to two cases if we wanted. I didn't find a sweet wine I like but SuAnn bought two.

We left late from lunch and arrived at the next winery, Cetto. We toured the plant that was making wine. We loaded onto our buses and

were driven to the wine tasting area. The large patio area overlooked the whole valley. We could see the other winery.

We headed back to Tecate. We arrived after dark and had about an hour for dinner. But since lunch was about 3 p.m. I only wanted some ice cream and we went to the bakery.

One bus went back to Campo for those who preferred to drive to Campo and the other two headed back to San Diego. We arrived at Santa Fe Depot at 9:15 p.m. Everyone going on these trips is advised in advance about the long day.

Everyone should take the opportunity to go on a wine tasting trip. If you haven't been to Tecate, you should go at least once. I had a great day!

Jack O'Lexey

On Tuesday July 14, 1998 6 people arrived at Campo about 9 AM to start work on the Hospital Car. Allan Dillane had already scraped much of the paint off the inside. We used scrapers and sanders on the walls, Larry Williams started sanding the ceiling. Some left by noon, the rest worked until 3 PM. We were able to get everything sanded up to the walls curving to the ceiling.

Thomas Lee and his wife came along toward the end and helped scrape and feather the edges we missed. Don Getz scraped around the windows and walls. Dave Finney ran a sander wearing out sandpaper faster than I could get it ready. Mike Retz worked on the east end walls of the car, and washed part of the ceiling.

Most important Mrs. Lee made large pitchers of ice tea for the workers. It was hot, but there was a nice wind blowing. Randy Gibson

Hospital Car

has been putting boards into the windows of the two Jacumba Cars to keep the rain out. He came to help after his work was done. Preserving these old cars is important. Thanks, Randy!

Since that day Thomas Lee has gotten some help from a local resident working for minimum wage painting the inside of the car. They washed and sanded the rest of the ceiling. At the beginning of September it still needed one more coat of paint inside.

When the painting is completed, Allan Dillane will put two rest rooms in the area where there are not windows. Thomas Lee will install metal window sills. They will have wood sills on top of the metal so they are not too hot.

The holding tank has diesel fuel

in it; we will drain possibly 20 year old fuel into #2353. Then we'll wash the tank with soapy water. Mike has been working on the brakes. On the last trip to Tecate the brakes had a problem releasing during a brake test. They worked alright while running.

My next project will be washing and painting the Baggage Car ceiling. For anyone interested we will be working during the week. We have a possible two months left before bad weather. Then we will work on the walls and floor.

I do plan to work on the other Hospital car, getting the inside painted first and fix the floor.

We will eventually get the outside of the car painted; the color still needs to be decided. Some say White for the Hospital cars, other say Green to match the consist.

If anyone wants to help please call me at home (619) 274-4449 or send e-mail jolcexey@san.rr.com.

Jack O'Lexey

1998 Annual Fund Drive Nets \$10,000

Once again the membership of the San Diego Railroad Museum have joined in to support our Annual Fund Drive. The generous support of all who contributed make possible the many important programs and projects of the Museum and will assist in making our institution a leader in railroad preservation and interpretation. Support from this year's fund drive will specifically help us to complete plans and begin implementation of the Campo Display Building/Visitors Center.

The Board of Trustees, Staff, and all Museum members wish to thank all those whose financial support helps the San Diego Railroad Museum better serve our visitors and members.

Sincerely,

Jim Newland, Chairman
Development Program Committee

The following are recognized
contributors to the
1998 Annual Fund Drive:

President's Circle (\$1,000+) Everett & Gerri Slotz

Director's Tier (\$500-999) Marie Taylor

Chief's Office (\$250-499) Jim & Carolyn Baker Kurt Karlsgodt P.M. Klauber James Newland & Jennifer Jones

Conductor's Staff (\$150-249) Carl & Michelle Carole Stephen November

Engineer's Crew (\$100-149)

Ward Baldwin
C. William Briggs
Ron Carlson
Fred & Jeanne Camathan
Patricia A. Cates
James Church
Elinor Doak
Maurice Fennell
R. G. Guthrie & P. L. Linford
Louis Lepine & Shirley Salisbury
C. Hytten
James Magee
Real Time Management Inc.
Harold Schultz
E.M. Slick
Samuel Smith
Ralph Stauton
Wayne Terry
Joseph & Maxine Telford
Richard & Joyce Tullis
W. Vernon & Shirley Cook
Robert Watrous & Susan Mercure
Werner Family
Edward Westphal
Harold & Jeanette Westerhold

First Class (\$50-99)

William & Margaret Adams
Klaus Alletag
W.L. & Lauralee Bennett
M.A. Brockner
Henry Chisholm
Don Getz
Thomas Gray
James & Marie Hamill
Gerald & Jane Heveron
Richard & Nora Higgins
Don & Rose Holiner
Randolph Hunt
Herb & Josephine Kehr
Fred & Margaret Klyver
Burton & Catherine Kuck
Ann & Carl McVeigh
Lora Megerson
Helen Russell
Sidney Saltzstein
Brian Sampson
Margaret Stahl
Timothy Steeples
Bruce & Maryanne Thompson

Robert Toros
R.B. & Audrey Zinser

Coach Club (\$1-49)

Vincent Ashcroft
James & Linda Brandt
The Bucks
Kenneth & Norma Casford
Richard F. Cupp
Charles & Joyce Cook
Glenda J. Cox
Jean Dailey
Miriam F. Demers
Chop A. L. Dominy
William Ellenburger
Mr. & Mrs. C. D. Ellis
George A. Forero Jr.
Corrine Gallagher
R. C. Gordon & S. Treva
George & Robert Grosset
Ronald Gustafson
Gerald & Anna Judd
Alfred Jurgenson
James & Eleanor Harris
Kenneth Holmes
Stanley & Elizabeth Jarosin
Charles & Maureen King
Jack & Stephanie Knish
Alfred Lingo
Justin Lundquist & Elaine Warner
Dennis & Sara Mangar
Marion McWherter
Merle Miller
Robert Mills
Robert Nickles
James & Georgiana Panton
Henry & Rebecca Pepper
L. C. Perna
Douglas Richter
Billie Ringer & James Nelson
Rosalie & O.C. Ohre
James & Catherine Rogers
Everett & Jean Shogren
Robert Snow
Forest & Pamela Stahl
Jean & John Sutphen
Genevieve Werdowatz
Anthony & Barbara Widgery
Arthur & Clastus Wilson
Robert & Louise Wheatley
Richard & Jurene While

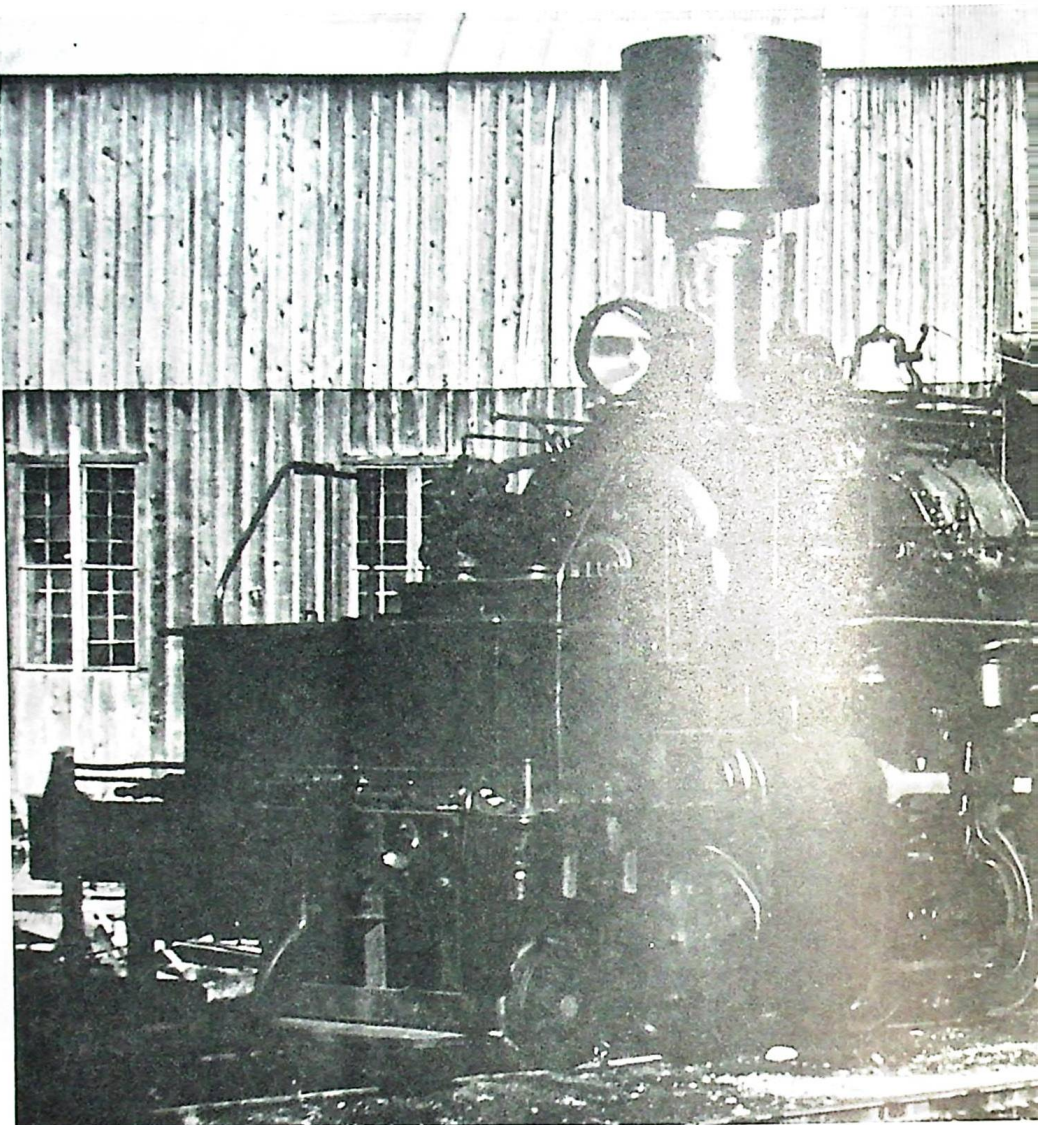
To a Ferroequinologist any steam locomotive is a "thing of beauty", but Rayonier #111 does appear to be stretching it! The huge toolbox, "coffee can" spark arrestor, split saddletanks, and slope-back tender helped give this articulated Mallet an unbelievably ungainly (though functional) appearance in this 1957 view at Railroad Camp, WA. Yet it was later rebuilt into a reasonably sleek (if garishly painted) passenger locomotive that now resides in the SDRM yards at Campo as California Western #46

Photograph by Stan Kistler

Logging Lokey & Varnish Veteran: Museum Mallet Was Both

One of the last of the great logging Mallets, California Western #46 is the Museum's heaviest (247,000 lbs./123.5 tons) and newest (1937) steam locomotive. It's a Compound Articulated Mallet ("malley") built with later-removed saddletanks, and operated for many years with saddletanks and a tender! It worked for three timber companies (on one as a passenger engine!) in its pre-Museum career.

Based on a design by Anatole Mallet of France and delivered by Baldwin Locomotive Works of Eddystone, PA in June 1937, it has two chassis. The front chassis is hinged to the rear one and rotates under the front of the boiler, enabling it to move independently of the boiler on sharp curves and still support part of it. Steam is used twice: first to power the high-pressure cylinders on the rear chassis, and then the low-pressure ones on

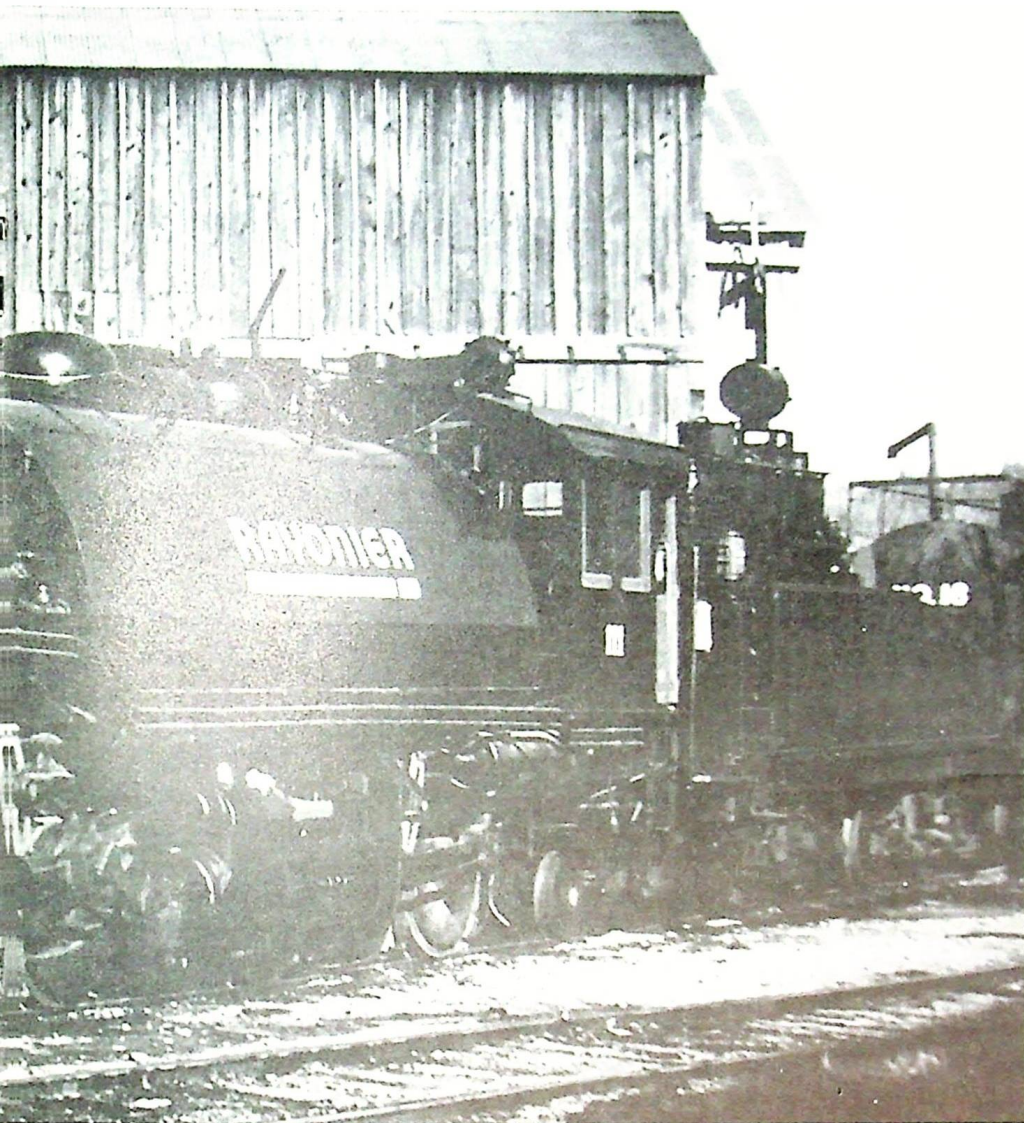


the front. Because of this compound power and its articulation, CW #46 performs well on lightly-built, sharply-curved logging lines, yet can operate at higher speeds on better track.

A BLW Class 16 30/50 1/4DD8 locomotive, builder's #62064 was originally a 2-6-6-2ST split-saddletank engine with two water tanks straddling its boiler and an oil bunker at the rear of its cab. It's 46'3-1/2" long, 10'10" wide, and 15'4" high. It has 44" drivers, 24" pilot wheels, 26" trailing wheels, 18" x 28" x 24" cylinders, type A superheater, 200-lb. boiler pressure, and 30,000-lb. tractive effort (originally 42,500).

Eddystone's 2nd-last logging Mallet and the last steam engine delivered new to Weyerhaeuser Timber Company, it was installed at Camp McDonald, WA as #110 (2nd), and used in Longview area logging operations. Weyerhaeuser replaced its rail spurs with truck roads in 1946, and #110 (2nd) then ran from central loading points to a sawmill.

In 1954 it was bought by Rayonier, Inc., numbered #111, given an "ash-can" (or "coffee can") spark arrestor, and used on Rayonier's ex-Polson Logging Company lines in Grays Harbor County, WA. A tank car was some-



times attached to this logging "lokey" (or "lokie") in 1955 to extend its range, and in late 1956 or early 1957 a slope-back tender of unknown origin was added, making it a 2-6-6-2ST&T. - That tender has remained with the locomotive ever since.

The ungainly-looking lokey usually worked the ten-mile Railroad Camp to Camp 3 branch (all-steam until May 1967, when # 111 pulled the last branch train), and then was a standby on the New London (Hoquiam) Railroad Camp-Crane Creek mainline until all steam ended later in 1967.

In 1968 Rayonier and International Telephone & Telegraph merged, and Rayonier became an ITT subsidiary. That same year the Mallet was bought by the California Western Railroad, owned by another timber company, the Georgia-Pacific Corporation, for use on tourist trains.

For years, CW's gasoline and diesel railcars, derisively called Skunks by old-time steam railroaders because of the odor of their exhaust, carried passengers on an incredibly winding 40-mile line through huge redwood forests from the Pacific coast (and lumber mill) at Fort Bragg to SP's Northwestern

Pacific Railroad at Willits, CA. But the Skunk railcars couldn't keep up with increasing tourist demand, so the CW acquired passenger cars and a 2-8-2 Mikado and began operating Super Skunk tourist trains in 1965. Passenger loadings continued to rise, so the CW purchased more cars and in 1968 bought Rayonier

The big Mallet was completely rebuilt at CW's Fort Bragg shops in 1968-70 to give it a "traditional" appearance. Its saddletanks and fuel bunker were removed, making it a 2-6-6-2 without "ST&T", and the domes moved forward. Added were a new "sunflower" spark arrestor (screened bonnet) on its straight or shotgun stack, an SP whistle, and diesel-style crew-seats in the cab, now so roomy with the removal of the fuel bunker that it was said crews could hold Brotherhood meetings there! It was later realized much traction had been lost with the removal of the heavy tanks, and ballast was supposed to be added under the running boards (but apparently wasn't). The tender was rebuilt to a rectangular shape; lines on its sides still indicate the original sloping back. The transformation of CW # 46's appearance from humpback monster logging lokey to elegant passenger locomotive was an awesome task, and the California Western people who accomplished it deserve tremendous admiration for a fantastic and extremely difficult job—decades after the steam era ended! A labor of love and a work of art!

Renumbered CW # 46, both locomotive and tender were painted a gaudy vermilion, red, gold, and black, with a skunk cartoon on the rebuilt tender's sides. This was designed by a San Francisco design firm in an attempt to give the 1937-built engine the appearance of an 1880s "Victorian" locomotive! Super Skunk passenger cars were also painted those colors. Garish to rail-

fans, the color scheme was eye-catching on these tourist trains, where cosmetic appeal came before authenticity. The California Western was not a Museum! The colors were also quite a contrast to the greens and browns of the redwood forests.

CW # 46 began its passenger service on the popular tourist line August 20, 1970, pulling ex-Eric Stillwell coaches and ex-SP commuter coaches. Due to its loss of traction, it could pull only eight passenger cars on the level stretches of the line, and six on the sections with heavier grades. It was also used occasionally as a switch engine at the Georgia-Pacific Lumber Mill in Fort Bragg. The California Western was leased to Willis Kyle's Mendocino Coast Railway in 1977, and steam service was cut back to the more level Fort Bragg-Northspur section on the west end to save on operating costs. After that, most of the steam trains were pulled by CW's lighter and more economical 2-8-2 Mikado # 45. CW steam service was ended in 1981 due to high operating costs.

Following an intensive period of negotiations involving many PSRMA leaders, including Executive Director Jim Lundquist, President "Chop" Kerr, and Trustees Dan Mamell, Art Sherman, and John Baldwin, in July 1984 Georgia-Pacific donated CW # 46 to the PSRMA for use on its then-planned SD&A demonstration railway. A major reason why this Museum was selected over other preservation groups and tourist railways (including some much closer to the CW) was the attention and care given to Georgia-Pacific's two prior steam locomotive donations to the PSRMA: Hutchinson Lumber # 3 (Shay) and Coos Bay 0 11 (Mikado "Minarets"). Both these earlier gifts were refurbished and repainted by the PSRMA, and

steamed up and operated periodically for many years. The 225-page 18" x 24" Baldwin Construction Blueprint Drawings book for CW # 46 was also donated, and is now in our Museum library.

In 1985 and 1986, several PSRMA mechanics including Ken Helm, Jim Hamill, Bob Haney, and Dale Prescott went to Fort Bragg and worked many long, hard hours over many months with CW mechanics to prepare the locomotive and tender for movement to Campo. In May 1986, both units were moved free of charge on their own wheels by the CW to Willits, and on the Northwestern Pacific to Santa Rosa, where the Mallet was disassembled and loaded on two flatcars. One took the tender and front chassis, and the other the rest of the locomotive. CW # 46 was carried free by the SP, Santa Fe, and SD&IV to San Ysidro, unloaded, and reassembled, costing the Museum only \$ 7,000 for crane services. Most of the arrangements were made by Jim Lundquist and Dan Mamell.

Following unloading and much hard work at San Ysidro by John Ashman, Ken Helm, Jim Hamill, Brian Valleau, Joel Cox, Stewart King, Scott Thompson, Barney Barnier, Jim Lundquist, Larry Rose, and others, CW # 46 went to Campo in reverse February 28, 1987 on Great Freight II. It's now on display in the Museum yards. Operated as recently as the 1980's, it's a good candidate for operational restoration and use in SD&A service as originally planned. However, extensive funding (about \$ 700,000) would be needed, as well as much volunteer time or the services of an outside firm, making it a very expensive restoration. A major grant or corporate or individual sponsor would be required. Call the Museum office if you have any leads or suggestions.

Alternatively, to make CW # 46 and its tender more presentable to Museum visitors at much lower cost, they can be cosmetically restored. If volunteers do the work, it would be doable financially, but take a very long time. SD&A # 104 has been undergoing such work for a decade, and despite its high priority still has a long way to go!

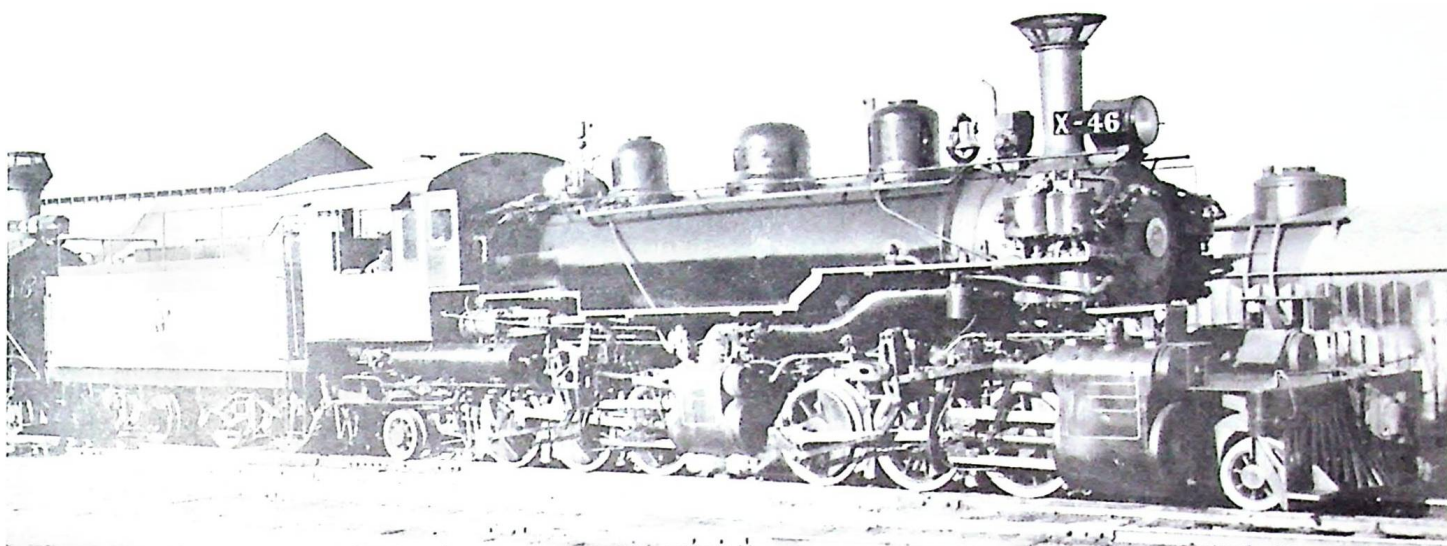
A faster and even less expensive and time-consuming option is to simply clean and repaint its deteriorating exterior. This would quickly improve the Museum yard's appearance as well, and the public's impression of it. But the lokey would need repainting about every six years until restored.

As CW # 46 has a completely different physical appearance from its lumbering days and served in its gaudy CW colors for only seven years, there's no need to "take it back" to any prior period or earlier owner. Instead, it can be painted in traditional SD&A style for its planned future use, and renumbered SD&A # 110. This was its original number, which is close to numbers used on 1920s-era SD&A locomotives.

Earlier this year, the SDRM Staff and Board reviewed a suggestion to trade # 46 back to the CW for an operating diesel, or make it part of a three-way trade involving another Museum and steam engine, but that does not appear likely at present. We love our lokey!

This unique compound articulated steam locomotive can tell quite a story, not only about its mechanical operation and two totally different lives hauling logs and passengers, but of the people who worked on and with her, and rode behind her!

Bill Schneider



FIRST DAY OF PASSENGER SERVICE! A rebuilt and gleaming California Western #46 leads doubleheaded "Extra 46" (note the train markers also on CW #45 behind her) out of Fort Bragg, CA on August 20, 1970. What a transformation!

Photograph by Stan Kistler

Oldest SDRM Tender A Former Slope-Back

California Western # 46 has an interesting tender of unknown origin. It was originally a slope-back tender, probably built in the early 1900s. Its early history is unknown to the Museum, but it was later attached to a Baldwin 4-6-0 Ten-Wheeler (Builder's # 18734) built in March 1901 and numbered # 18 on the Arizona & New Mexico Railroad, affiliated with the Arizona Copper Company. The A&NM operated between the SP at Lordsburg, NM and Clifton, AZ, and was sold to Phelps Dodge Copper's El Paso & Southwestern in 1922, which was sold to the SP in 1924. A&NM # 18 was bought by the Polson Logging Company in Washington in 1918 or 1919, and numbered Polson Logging # 18.

When the tender was attached to # 18 is unknown. It may have been during the locomotive's A&NM service, as it's similar to those used on the coal-burning TP&SW, and may have come from

an EP&SW 0-6-0 switch engine. Or it may have been acquired later by Polson in a separate transaction.

Polson Logging was founded in 1882 as Polson Brothers Logging Company, and was sold in 1948 to Rayonier, Inc., which had taken that name in 1936. Polson # 18 went on Rayonier's roster, but was not repainted, renumbered, or relettered, and was soon scrapped. The tender was not, and in late 1956 or early 1957 was attached to Rayonier # 111, adding to the already "massive monster" appearance of the logging lokey.

When the California Western rebuilt Rayonier # 111 into CW # 46, the tender was also rebuilt to enlarge its capacities to compensate for the loss of the engine's water-carrying saddletanks and fuel bunker. The sloping back was built up, and the tender became rectangular in shape. The old slope-back top is still visible as a rivet line on both sides. Other changes were made, and a reversed apron provides footing between the engine and tender.

The tender now weighs about 50,000 lbs. (25 tons), is 23'6" long, 8'10" wide, 11'11" high, and has

capacities of 2,500 gallons of water and 1,200 gallons of fuel oil.

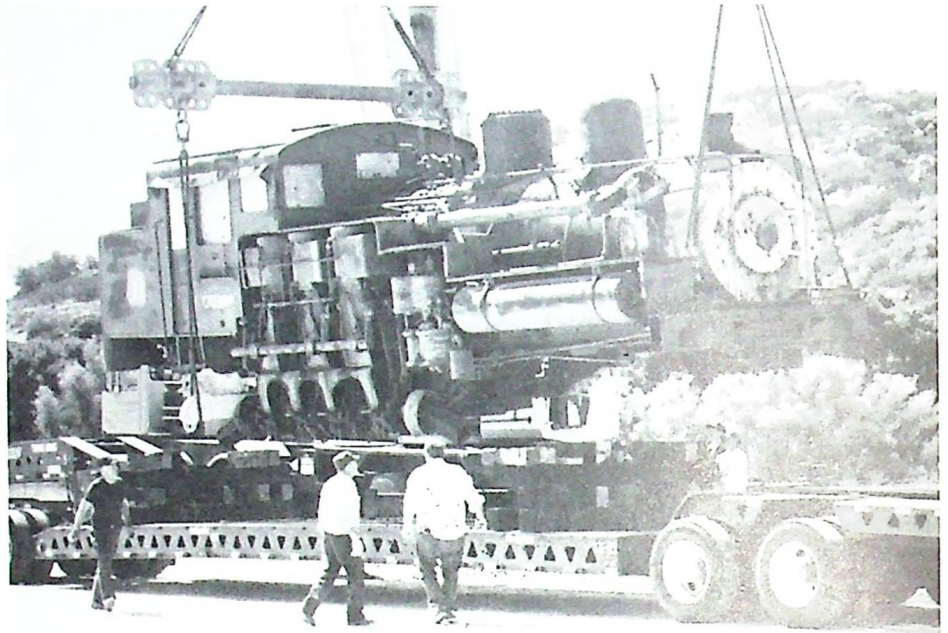
Bill Schneider

Sources for these articles were: the SDRM Equipment Records, largely compiled by Larry Rose; Douglas Richter; P. Alan Copeland; the author's collection of CW railroading; articles and photos by Stan Kistler (April 1960 TRAINS); Ted Benson (April 1912 TRAINS); Bill Shippen (April 1918 PACIFIC NEWS); C.D. Heimerdinger (March 1919 PACIFIC NEWS); and Chris Skow (April 1985 CTC BOARD); Northwest Loggers - Vol. I: Rayonier by James Spencer (Darwin Books); Logging Railroads of the West by Kramer Adams (Bonanza Books); and Railroad Camp by Adolph Hungry Wolf (Canadian Caboose Press). Several mistakes were found by the author in some of these sources, especially the books. We acknowledge and thank all, especially noted photographer Stan Kistler, whose photos have appeared in many REPORT issues. He has an outstanding collection of rail photos, and may be contacted at: e-mail: kistler@oro.net or P.O. Box 977, Grass Valley, CA 95945 for information.

Goodbye Old Friend

It was with a teary eye that I watched an old friend pack up her bags and head east on Tuesday, September 29. The Shay was the first steam locomotive the Museum ran on a spur track near Crosby St on the old AT&SF here in San Diego. I was a wide eyed kid of 13 ridding the foot boards and in the cab that day. I would guess that Terry Durkin, Dick Pennick or Bob DiGiorgio was at the helm. Many years would pass when I saw her again. This time at NAS Miramar. This time, I was the engineer. My first behind a steam throttle! She would also wake up the sleepy town of La Mesa on a spur track just west of the depot. Then, her big moment, pulling Great Freight 1 to Campo. She made the first 7 miles, but it didn't matter, we were on our way to Campo! While there, she made a few trips to Miller Creek slowly!

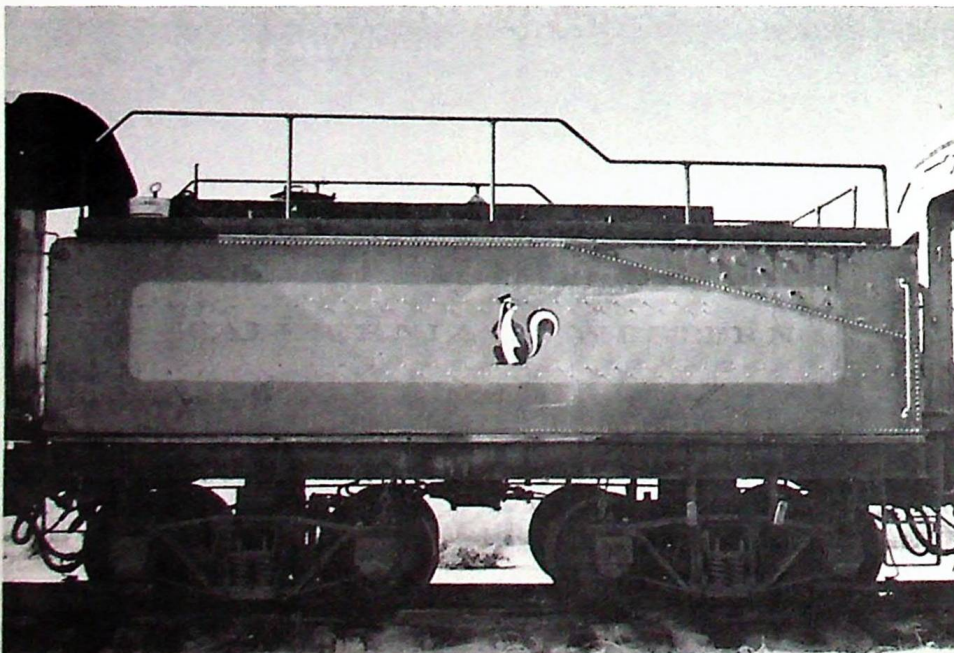
Now, after 30 years with the Museum, she was needed once again to help out the Museum. This time, she provided funding for the



restoration of #2353 which does belong on the SD&A rails. And while #3 was the last steam locomotive in regular service in California, her time was up in this great state. She's headed to a SUPER new home in Cass, W.V. She'll be right at home there, hauling passengers up and down the logging line with lots of company. Her new owners are very happy to get her — having already

invested \$165,000 to acquire and move her! Someday, I'll return to Cass to ride behind her, this time with coal in her stomach! In the meantime, goodbye, old girl. I'll miss you. I hope we can steam up more SD&A/SD&AE locomotives in your honor.

***Photograph and Article by
James Lindquist***



This February 13, 1993, view of CW #46's tender clearly shows a rivet line marking its former slope-back. Rebuilt in 1968-70, it was painted red, vermilion, gold and black, and carries a skunk cartoon logo for service on CW's Super Skunk tourist trains.

This was designed by a San Francisco design firm in an attempt to give the 1937-built engine the appearance of an 1880s "Victorian" locomotive! Super Skunk passenger cars were also painted those colors. Garish to railfans, the color scheme was eye-catching on these tourist trains, where cosmetic appeal came before authenticity.

Photograph by B. Schneider



Vi Sundquist (right) with Eva Schneider (left) at the La Mesa's 100th birthday celebration on May 29, 1994.

Photograph by B. Schneider

La Mesa Depot Volunteer Passes Away

Vi Sundquist, 68, a La Mesa Depot "Station Agent", died April 23, 1998. A small lady in a wheelchair living nearby on disability, she wasn't an SDRM "activist" or even a member! But in giving what she could, she was a role model and inspiration!

A native Minnesotan, Vi was diagnosed with rheumatoid arthritis in 1952, and suffered chronic pain for 46 years. She had over 40 surgical procedures, including a leg amputation. A daughter was killed in a 1958 accident, and her son died of leukemia in 1963.

But Vi had a deep faith and positive attitude. She led Bible study and other groups, was a Lutheran church council member, loved plants and animals, was a Padres/Chargers and movie fan, and a maker of beautiful ceramics despite arthritis-crippled hands.

To Vi, nothing was impossible. When a ride to a convention fell through, she zoomed over in her electric wheelchair to the depot took

a trolley downtown, and Amtrak to Anaheim. No stopping her,

When I mentioned the SDRM needed more staff at the La Mesa Depot, Vi immediately offered to help. For several years she zipped over once a month to serve as one of Art Paget's "Station Agents", with opening/closing help from Dolores Buller, owner of the nearby Act II boutique. Vi welcomed guests with warmth and a cheery smile, and made many friends for the SDRM. She learned about our Museum by reading Art's "books" and other material in the depot.

Vi would have been a great recruiter of volunteers, as it was impossible to turn her down! She expected others to help, as she did! She had every excuse and reason to say "no", but always said yes"! If all SDRM people had her attitude...

Vi has moved on, and we're richer for having known this inspiring, God-loving little "Station agent" with the gigantic heart.

Bill Schneider

The first Christmas Train was an overwhelming success! All this was possible because of the heartfelt generosity of those who donated and volunteered. We have been encouraged to continue the spirit of "Three Kings Day" this year.

As you can imagine, this will be an even greater undertaking, as more children will be greeting The Christmas Train. We need to purchase modest gifts such as: coloring books, crayons, watercolors, puzzles, crafts, etc. that children of various ages might enjoy.

It is obvious that with the number of gifts needed there is a great need for help in organizing and packing them for distribution. Volunteers are again needed to assist with this project.

The old engine of The Christmas Train will be ready before we know it, and there is much to be done. To those of you who wish to participate in this exciting event, that will bring special joy and happiness to these children, we sincerely thank you. We are sure you will find your efforts on behalf of The Christmas Train a wonderful heartwarming experience you will long remember.

Please call the business office at (619) 595-3030 to volunteer or to send donations. Make check out to "Christmas Train '99". If you have books, crayons, pencils, small toys, baby clothing and blankets, please drop them off at the office downtown. All gifts are tax deductible.

**Wishing you all a very
Merry Christmas and a
Happy New Year!**

Backcountry Background

How the 28th Cavalry Came to Camp



During the summer of 1942, the War Department decided to reactivate the

2nd Cavalry Division at Fort Clark, Texas, as of February 1943. The division, less the 4th Cavalry Brigade, had been deactivated July 15, 1942, at Fort Riley, Kansas. A unique force in the segregated Army of World War II, the division had been half black and half white.

The War Department, moving to meet its need for additional armored and motorized divisions, looked at the 2nd Cavalry Division as a source of personnel for a new armored division. The division's white components were relieved from the 2nd Cavalry Division, assigned to the 9th Armored Division, and redesignated. In turn, its black 4th Cavalry Brigade remained active as a separate unit when the division was deactivated.

Prior to the division's deactivation, the 4th Cavalry Brigade had been transferred to stations in California and Texas. The brigade and its 10th Cavalry were transferred to Camp Lockett, California, where they relieved the 11th Cavalry. The 9th Cavalry was sent to Fort Clark, Texas, where it relieved the Texas National Guard's 112th Cavalry. In California, the 4th Cavalry Brigade was assigned to the Western Defense Command's Southern Land Frontier Sector; in Texas, the 19th Cavalry was assigned to 3rd Army.

This was the situation when the War Department decided to reactivate the division, but not consolidate it at Fort Clark. Instead, the 4th Cavalry Brigade and its 10th Cavalry would remain at Camp Lockett. With the absence of the previously assigned white units, new black units were to be assigned to the 2nd Cavalry Division. Consequently, the 27th and 28th Cavalry Regiments were constituted on November

10, 1942, in the Army of the United States, and assigned to the 2nd Cavalry Division. Both regiments would be brigaded with one of the division's two veteran cavalry regiments. At Fort Clark, the 27th Cavalry would be brigaded with the 9th Cavalry in an all new 5th Cavalry Brigade. The 28th Cavalry would be brigaded with the 10th Cavalry in the 4th Cavalry Brigade.

The division was to be filled as it had originally been in 1941. The new Cavalry regiments were to be cadred by personnel from veteran cavalry regiments in their respective brigades. In turn, they would be filled with selectees coming directly from reception centers. These new cavalymen were to receive their training within their regiments.

To command the 28th Cavalry, the Army selected 47-year-old Colonel Edwin M. Burnett, who saw service in World War I, and was commanding the Cavalry School's Horsemanship Department at Fort Riley. Burnett, with 26 years of active service, had first served as an infantry officer before transferring to the cavalry in 1928. His military schooling included Command and General Staff School, 1937; Infantry School, 1921; Cavalry School, Troop Officers' Course, 1930; and Advanced Equitation Course, 1933.

A special 2nd Cavalry Division course was conducted at the Cavalry School from January 11 to April 1, 1943. Attending the course were Colonel Burnett; Lt Col. Edward J. Drinkert, executive officer; Captain Arthur K. Thompson, S-2 officer; and Major Willard W. Kilbourne, S-3 officer.

Because Camp Lockett had been built for only one regiment in 1941, the Army's decision to retain the 4th Cavalry Brigade at the camp meant its facilities had to be doubled to accommodate the 28th Cavalry. A new cantonment area, stable area, and veterinary area had to be built, as well as additional utilities and roads. Whereas standard World War II mobilization construction was used to build the camp, the Army now utilized a simpler theater-of-operations construction.

At Camp Lockett, the site of the new cantonment area lay on land the Army was leasing from Etty L. Leach and Manuel Ortega. The stables and veterinary areas were built adjacent to like facilities on government owned land. When the selectees arrived, some construction remained to be done in the cantonment area. The men completed this building and cleared their own dismounted parade field. In total, 136 buildings of all categories, including 3 hay sheds; 24 stables, 7 blacksmith shops, a veterinary clinic and a motor pool, were built.

On February 25, 1943, the 28th Cavalry was activated at Camp Lockett and the 2nd Cavalry Division was activated simultaneously in Texas. The 10th Cavalry provided the 28th Cavalry with a cadre of 153 non-commissioned officers. As fillers, the regiment received 1,397 selectees — drawn from eastern and mid-western service commands. The 28th Cavalry received 300 men from the 2nd Service Command, which encompassed New Jersey, Delaware and New York; 170 men from the 3rd Service Command, which encompassed Pennsylvania, Maryland and Virginia; 600 men from the 5th Service Command, which encompassed Ohio, West Virginia and Kentucky; 327 men from the 6th Service Command, which encompassed Illinois, Michigan and Wisconsin.

At a formation on March 26, 1943, Colonel Burnett greeted these men and told them briefly of the job to be done winning the war. The basic training started on March 29th. As his regiment started the long, tedious task of training that would turn raw recruits, many never having been around horses before, into cavalymen, Colonel Burnett went to Fort Bliss, Texas, to select horses from the dismounted 1st Cavalry Division.

The 28th Cavalry completed its basic training on June 21st. Afterward, teams from the 4th Cavalry conducted an inspection of each troop. Results of these inspections were excellent and the regiment was allowed to proceed into unit training.

Recreational activities for the men at Camp Lockett focused on the camp's main post, where members of the 28th Cavalry utilized the post theater and the regiment's officers utilized the camp's officers' club near the main gate to the camp. Formal and informal recreational activities and facilities also were available in the regimental area. There was a service club run by Zora Bank, whose mother ran the main post service club. In addition, there was a swimming pool, post exchange and chapel in the 28th Cavalry area.

A theater was located in the regimental area but it was not used as a theater, but as a classroom. William Bell, who as a lieutenant served as the Regimental Information-Education Officer, recalls giving a lecture in this building and conducting an I&E quiz. Initially, Bell had served as the 1st Squadron's S- 2/3 officer. While he was the regiment's Special Services Officer he had put together a couple of shows that were held in the natural amphitheater located behind the regiment's headquarters. The most famous person to appear at the regiment's natural amphitheater was Sergeant

Joe Barrow, who as the world's heavyweight boxing champion was known as Joe Louis. He appeared in the 28th Cavalry area during a visit to Camp Lockett.

The men were able to get away from Camp Lockett on pass and go to major urban areas. San Diego lay but 50 mi. northwest of Camp Lockett and was easily accessible. Farther to the north was the thriving city of Los Angeles with all of its vast array of diversions, pleasures and temptations. Both cities were visited by the 28th Cavalry.

In July, the 4th Cavalry Brigade's commander, Brigadier General Thoburn K. Brown, called for a full mounted review of his brigade on Saturday, July 4th. This was to be the 28th's first mounted review, and it was also the first time that the entire 4th Cavalry Brigade had been together as a unit. Training for the 28th Cavalry was continuous and the regiment utilized training facilities over the entire 7,108-acre Camp Lockett Mil. Res. Since the establishment of the camp, training facilities had been continuously added to the camp. Some training outside the boundaries of the military reservation was undertaken also.

One area in which Camp Lockett was deficient was its lack of rifle ranges. Former Troop C Sergeant Fred Jones relates that they did no live rifle firing at Camp Lockett, although he does recall dry-firing with his rifle on the camp's pistol range. When it was time for them to fire for record they were taken to Seeley to fire the ranges there, but he stated that no one qualified at Seeley because of the effects of the heat radiating off the desert floor. When it was time for the men to return Lieutenant Charles G. Barrett of Service Troop took trucks to Seeley to pick up the troops for their return to Lockett. Jones says that they were next taken to Camp Callan just north of San Diego where they bivouacked.

According to Loveless' previously cited diary, the 28th Cavalry used the ranges at Camp Callan and Camp Lockett for proficiency in both rifle and pistol (Jones says pistols were at Camp Lockett) during August and September 1943. The regiment completed its M1 rifle firing at Camp Matthews, the Marine Corps rifle range, which was located adjacent to Camp Callan. Approximately 95% of the regiment qualified. Subsequently, at a regimental review on October 7th, General Brown reviewed the regiment and presented awards to Corporal Edward Lewis, Troop B, for being high shot marksman as a selectee, to First Sergeant Lee Thomas for being high shot of all the first sergeants in the regiment in rifle marksmanship, to Staff Sergeant John

Butler, platoon leader of the 3rd Platoon, Troop B, for having the platoon with the highest average qualification in rifle marksmanship, and to Staff Sergeant Nolan Duncan, platoon leader, 1st Platoon, Troop B, for having the platoon with the highest average qualification in pistol marksmanship. Not all of the activities of the regiment during the summer of 1943 were of military origin. During the summer, the regiment was used as firefighters in a series of wild fires that occurred that season. In both the 28th and the 10th Cavalry Regiments an officer and an NCO from each troop attended a one day firefighters course. These fires, which always seemed to occur on weekends, were hard, dirty and dangerous to fight. Just how dangerous everyone learned in early October.

On October 2, 1943, a wild fire was discovered burning along Cottonwood Creek in the Cleveland National Forest northwest of Camp Lockett. An 80-man Marine Corps force from the corps' Pine Valley Training Camp was committed to the fire at mid-day. By 2:15 PM three Marines had burned to death, 77 others had been injured, as well as two Forest Service men who were directing the Marines. The 4th Cavalry Brigade was then called in to fight the fire and both its regiments were committed.

During this fire, Colonel Burnett told his S-4 office, Major Loveless, "Sid, other than an ammunition supply, this is the best logistical training you could have for combat." Loveless at the time was busy supporting the troops fighting the fire. On October 3, a member of the 10th Cavalry died in the fire, but the 28th's luck held through the fire and the regiment suffered no fatalities. In total, the 5-day fire burned 16,000 acres and cost 10 servicemen their lives.

During the last week of Oct. 1943, XVIII Corps sent a test team to examine the 28th Cavalry. These examinations were to determine where the regiment stood in proficiency as compared with other Army Ground Force units. The results were satisfactory and the 28th Cavalry was allowed to continue with its next training phase.

By December 1943, decisions were again being made by the war department that would have a major impact on the 2nd Cavalry Division. Starting with the premise that it needed personnel for service units, and there being no definite commitment for a cavalry division that could be foreseen, the 2nd Cavalry Division was viewed as a candidate for conversion. Ironically, suitable employment had been found for the white 1st Cavalry Division when it was dismounted in February 1943. That division was sent to the Pacific where it fought as infantry.

The Army decided to ship the black 2nd Cavalry Division to North Africa where the division was broken up and its personnel used to form service units.

On about January 12, 1944, the 28th Cavalry was alerted for movement. Immediately, measures in all sections, troops and detachments were initiated. Combat serviceable clothing and equipment was drawn in order that the regiment could move on "ready day". The Inspector General from III Corps, under whom they were transferred prior to Jan. 12, made a full inspection of the regiment's administration and found the 28th Cavalry to be in very satisfactory condition. At this time, the regiment was dismounted.

Within two weeks of its first anniversary, the 28th Cavalry boarded three trains at Camp Lockett and headed east on February 10 for Camp Patrick Henry, Virginia, an overseas staging area which the regiment reached on February 15. At Camp Patrick Henry, located 13 miles northwest of Newport News, Virginia, the regiment was processed physically, its equipment was brought up to combat serviceability, and the troops were brought up to strength per current table of organization by the receipt of 243 replacements from Ft Huachuca, Arizona.

The 28th Cavalry and the 10th Cavalry left Camp Patrick Henry on March 2 and moved to Newport News where the regiments embarked on the USS General William Mitchell, a new transport on its maiden voyage, and sailed for North Africa the next day. The 28th Cavalry arrived in Casablanca, Morocco, on March 12, and was moved to Camp Don B. Passage, a debarkation staging area on the outskirts of Casablanca. The regiment then departed by train for Oran, Algeria, which was a two-day journey to the east.

The final review of the 28th Cavalry was conducted by Colonel Burnett who by this time was the 2nd Cavalry Division's acting division commander. This retreat parade on March 24 marked the end of the regiment and was led by Lieutenant Colonel Drinkert.

One week later, the 28th Cavalry was inactivated at Assi-Ben-Okba, Algeria, and personnel from the regiment were used to form the 6487th Engineer Battalion. Seven years later, on December 12, 1951, the Army disbanded the 28th Cavalry. The 28th Cavalry's campaign credit is European Theater without inscription.

Mike Retz



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Volunteers of the Month

In order to recognize the outstanding efforts of our volunteers, the Museum has started a Volunteer of the Month program. Prizes will be awarded as available.

Volunteer of the Month for August was Marianne Gerdes. She received a weekend at Handlery Hotel and script for \$40.00 of food and beverage.

The Volunteer of the Month for September was Dianne Roberson. Dianne is appreciated for her pleasant and continuously positive attitude, and she recently received her brakeman rating. Diane chose 2 Wild Animal Park tickets, and the office paid for her brakeman pin.

The Volunteer of the Month for October was Art Paget, who for years has manned the La Mesa Depot. He and his wife received 2 brunch tickets on the Hornblower.

The Volunteer of the Month for November is Steve Kostelak for his continued hard work on clean up and organization of the Campo yard. Steve has a choice of Zoo tickets or Wild Animal Park.

Congratulations from all of us!

Season's Greetings

The 104-year-old La Mesa Depot at Spring Street and La Mesa Boulevard will again be open evenings during "Old Fashioned Christmas in La Mesa" the weekends of December 11-12 and 18-19. Stop by between 6 and 10 pm and warm yourself at the depot's potbelly coal stove! Bring the kids, and show them real coal!

Photograph by B. Schneider

