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REPORT

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— OPERATING THE SAN DIEGO RAILROAD MUSEUM AND THE SD&A RAILWAY —

San Diego Railroad Museum Board of Directors



Seated from left to right: Richard Dick, Maryanne Thompson (Secretary), Bruce Semelsberger, Kurt Karlsgodt (President), Patricia Blackmore (Executive Director), Harry Carter (VP of Administration), H. Chalmers (Chop) Kerr (VP of Railroad Operations) and Bill Schneider.

Standing from left to right: Jim Friedlan, Bob Miles, Dave Johnson, Charlie Coval, Glenn Reiter (Treasurer), Jim Newland, Mike Santos, Ann McVeagh, Marianne Gerdes, Roger Challberg, Don Getz and Bill Valverde. Not Pictured is Senator Jim Mills.

From The Executive Director's Desk

From time to time we need to stop and review where we have been, where we are now and where we are going. Only a short time ago, the Museum was deeply in debt, overall efforts were unfocused, Campo operations were limited, facilities and right-of-way untended, equipment in need of care, and the Museum's future was a dream that lacked a demonstrable reality.

We were most fortunate that Glenn Rider became President of the Board three years ago and undertook to provide the Museum with the leadership to make some hard choices. He reestablished the procedure to complete an annual audit. Working as a team with Winn Mott, our former Executive Director, they provided the will and vision to sell the shay and thereby put the Museum's finances on a firm basis. They recognized that the Miller Creek train was never going to support our Campo operations as it was being operated. Winn Mott's background came to the fore and efforts were made to setup a working relation with the SDIV and the Tecate officials to run tourist trains across the border. They listened to staff's concerns and pushed to cleanup the Campo site, supported a limited operating schedule for steam, encouraged bringing the SD&A 250 back to service and for work on the baggage car and SD&A 350. Improving the front-end diesel motive power proved to be illusive and frustrating. As funds became available, work on the mainline track maintenance was resumed. We owe them a great deal of thanks and appreciation for their refocusing of the Museum and its volunteers to a new beginning.

It has been my good fortune to take over the reins of the active Museum leadership and build on their efforts and chart new courses. We have established a strong working relationship with the Tecate Chamber of Commerce and are now running weekly tourist trains from Campo. Our dinner train is an experiment into a new area of operations. Our charter service continues to grow. We have an active advertisement program that extends to radio, TV and periodicals. We are now advertising successfully in the Los Angeles market area. Our successful implementation of a track maintenance program has made it possible for the Museum to take over the trackage from Campo to the border and to operate the trains with our own crews.

I have encouraged inter-department cooperation and the assumption of new efforts on the part of individuals to tackle some of those challenges that the Museum has in the past not been able to successfully come to grips with. Maintenance-of-Way and Facilities have joined together to make significant improvements in weed control and cleaning up the piles of "stuff" scattered about. The Museum grounds look better than they ever have. The public bathrooms, the Lackawanna cars, and the old wooden Jacumba cars have all had attention given them. Cleanliness and safety in all work places is being emphasized. I can not praise Thomas Lee Braginton's efforts enough for creating the Box Car Theater and his soon to be opened Section House Art Center. He has set a standard for our Interpretive Division to reach as it develops a temporary walk through Museum in the new display building. The challenges of meeting our limited steam schedule continues to strain our maintenance capability and finances but those involved are truly dedicated.

For years the Museum has looked to other's for support. We are now in the position to reach out to the community and give back in our own way. With the help and inspiration of others we continue to operate a monthly school train. The weekend before Christmas we operate a Christmas Special and invite all the back community to join us on a night experience with Santa Claus. We have now undertaken a "Three Kings Train" to Tecate in January with Charlie Coval to bring gifts to the children of Tecate. We have responded to requests for help from a local Senior Citizens group and a Kiwanis organization.

Success brings with it problems and I look forward to addressing these. As we expand our operations, the volunteer crews are being stretched. Recruiting and training of new volunteers is a must. At the staff's request we experimented with giving up Saturday Miller Creek trains but found this created other problems and have returned to our old schedule. A better procedure for ordering supplies is needed. The presence of the Executive Director at Campo is needed but the demands at the main office seem unrelenting. We have experimented with various solutions and will continue until we find a successful way to meet the needs of our Campo operations and its volunteers. We are sensitive to the generous gifts of our members in the past of railroad artifacts and the need to develop the means to display them and to enrich our Campo Museum. The driving efforts of Rich Warner and Steve Kostelak to bring tracks into the new display building will make this possible. With track 12 and 13 in the building, the Interpretive Division should be able to quickly to implement our first real attempt at creating a "real Museum".

Operations at night will require a lighting capability on board our rail-

way cars that we could only dream about in the past. With a generator donated by Bill Niederich, efforts led by Mike Rencau are beginning to show "light". This is no easy or quick process but Mike's tenacity and skill is showing progress!

I cannot end without paying tribute to our wonderful, diverse and caring volunteers. Space does not allow me to recognize them individually but let me cite four as diverse example: Jim Hamil, who passed away last year and gave endless hours to make the Lackawanna cars useable. Stan Paulsen, who recently suffered a massive stroke but is home now and starting the slow process of recovery. His efforts to keep the diesel engines operating is legendary, our prayers and best wishes are with you Stan. Ross Bryan, who is a snow bird from Kansas but brings and shares his vast knowledge of trains. Fred Carnathan, who was injured at Campo a while back doing what he does so well, "just getting it done". To these four and to all of you who tirelessly give of your time, effort and money, Thank you! This Museum can not exist with out you!

Patricia Blackmore

Correction on
1998 Annual Fund Drive
List of Donors.

President's Circle (\$1,000+)
Everett and Gerry Doerr.

We deeply apologize for the error. Thank you again for your generous support!

Jim Newland

Time

Most people have never given it a thought but there are four "times" used at Campo. If you recognize which "time" is being used a whole lot of things become more understandable.

Real Time.

It is determined by the sun, a clock, the tides or what ever people agreed to use in a given space and time. It is different in every town or location. It became impractical when the speed of trains made it possible for a train to arrive at the next town before the "time" it had started. At Campo, when McIntyre says it's lunch time, it's noon.

Railroad Time.

When the safety meeting occurs at the beginning of each train operations day all watches are set to a single clock. This means that all train crew members are all on the same time. In the past, when two different crews set there time from two different clocks and neither of the two clocks times agreed, there was no problem unless they were operating on the same track. If this occurred the result was all to often, a train wreck, head on and resulting in horrible injuries and deaths. Cars like the Museum's wooden Dardanelle cars became known as "coffin cars" in those times. When a wreck occurred, these cars would telescope one inside the other, wood splintering, hot pot-bellied stoves upsetting and all coming to a tearing, ripping, grinding stop.

Standard Time.

What was needed was a common time that everyone could use and railroads would have only one time to set all their watches by. This occurred when the Congress of the

United States established standard time zones and except for the annual daylight savings time exercise we have now, they simplified our lives as well as saved a lot more.

Museum Time.

It is important that all of you know that there is also museum time. You may well ask and just what is that? Every volunteer has their own time, they come when they can. All volunteers are never at Campo at one time. Some have never met each other. Those who volunteer in the Museum library or at the La Mesa Depot seldom come in contact with the Campo crew. If they volunteer a day once a week then one day's work counts as seven days of museum time. If they come for three days straight once a month, their museum month equals three days. Keep in mind that it takes at least one hour driving time each way from San Diego and a heck of a lot more if you live in Del Mar, Long Beach or Tarzana. A museum day is not eight hours on the job by a long shot either! When a volunteer wants a decision or needs a replacement part, it takes weeks and sometimes a year or more to get approval. Staff meets once a month and there is always someone who needs to "study" the request. If funding, ordering, pick up or delivery is involved, a project may linger for months without any thing being done. Sometimes the project gets part way finished and it is put into service. Frustration is common food that volunteers must learn to swallow. Remember, when talking about museum time, we are talking about a limited voluntary resource! What this means is that there are limits to what the "Museum" can do. Understanding this phenomenon can bring expectations and successes into perspective.

Allan Dillane

"Day Of The Three Kings" January 1999

On Sunday morning, January 10, 1999, the Christmas Train carried its long awaited cargo through the mountainous countryside from Campo, USA to the city of Tecate in Mexico, where thousands of children and their families anxiously waited. This was the second year the Christmas Train made the journey to Tecate to help celebrate the Festival Of The Kings, the day gifts are given in Mexico.

In November 1998, volunteers in San Diego began the awesome task of collecting the gifts needed to fill the thousands of gift bags to be given to the children. By January 9, 1999, there were 5,400 brightly decorated gift bags containing toys, stuffed animals, crayons, pencils, coloring books, tablets and candy waiting to bring a smile to the face of a child. Other donations included 4,500 large, fresh, delicious apples, and lots of warm blankets, including 350 baby blankets.

Before dawn on Sunday morning, January 10th, approximately 200 volunteers began arriving at the San Diego Railroad Museum Depot in Campo to begin preparations for loading the train. Unlike last year, where the Christmas Train was incorporated with a regular scheduled trip with passengers and had to adhere to the normal departure and arrival schedule; the San Diego Railroad Museum this year provided a private train exclusively for the Christmas Train, with a more flexible schedule to accommodate the enormous task involved in giving out the gifts to so many children. The Christmas Train consisted of a huge diesel engine, a vintage baggage car, hospital car, and four passenger cars to accommodate the thousands of gifts, several huge boxes of

blankets, cases of apples, all the band members and their equipment.

By the time the three large trucks arrived at the Campo depot at 6:00 am, the air was filled with excitement. "WE'RE READY!" greeted the drivers as the trucks took up their positions.

No time was wasted in transferring the tons of cargo from the trucks, the train had to be ready for an estimated 9:00 am departure in order to arrive in Tecate before noon. At approximately 9:10 am, the engineer gave a long blast on the train's horn as the Christmas Train slowly pulled away from the depot.

The air was crisp and cool, and the many varieties of shrubs and trees along the way glistened in shimmering gold and silver as the first rays of sunshine peered through the clouds and lit up the early morning dew, giving a special glow to the hills. As the Christmas Train made its way along the winding route through the mountains toward Tecate, some of the volunteers decided to catch a few winks, while others were busy enjoying the beauty of the scenery, the vintage cars of the train, or memories of their trip to Tecate the year before.

During this time the "Three Kings" began donning the elegant robes on loan from the Drama Department of the San Diego State University, in preparation for their arrival in Tecate. Excitement still abounded, and the many young children and teenagers who accompanied their parents or grandparents for the event, passed the time enjoying numerous trips through the cars. For some, it was the first time they had been on a train, for others, the first time they had ridden on a real vintage train. They often marveled how people could have relished traveling across country with such few modern "amenities," but really seemed to appreciate the beauty and workmanship of the era.

The Conductors, also volunteers, pointed out the many interesting sites along the way. As the train neared one of the tunnels, they told everyone to watch for the white line down the side of the tunnel that marked the border between the United States and Mexico. When the train neared the tunnel, the engineer sounded several long blasts on the train's horn to scare away any wild horses, or cattle that might have wandered into it. As the train entered the tunnel and the cars grew dark, everyone sat staring out the windows hoping to catch a glimpse of the white line.

When the Christmas Train exited the tunnel it was in Mexico! After about an hour, the engineer gave several long blasts on the train's horn as it rounded a bend and began to slow. Up ahead, three young children from a very small settlement along the tracks ran up a steep hill to wave at the train as it grew closer. The train came to a stop in front of the children.

The Conductors informed everyone that the train normally didn't stop here, but when the train made its regular trip each weekend from Campo to Tecate the children of the settlement would run out and wave at the people on board. This was to be the Christmas Train's first stop on the way, to give presents to the children because the families were not able to make the trip to Tecate. One of the Kings got off the train along with the engineer and several volunteers, and gave each of the children a gift bag. They also gave the family a box of food and blankets. Then, with everyone back on board, the Christmas Train slowly pulled away and the startled, but very happy children, waved goodbye and excitedly scampered back down the hill clutching their gift bags. And, as the old saying goes, "there wasn't a dry eye in the house!"

During the rest of the trip, everyone began to gear up for the Christmas Train's arrival in Tecate. As it rounded a curve at the edge of the city, the engineer began blowing the train's horn to announce to the children of Tecate that the Christmas Train was on its way. This would continue until we reached the square where the celebration would be held. The first to greet the train as it neared Tecate was a police escort, who met the train just outside the city with sirens blaring and the lights of their motorcycles flashing brightly.

As the Christmas Train made its way through the city, the policemen would go up ahead and cover the street crossings along the way, making sure the train did not get held up by traffic blocking the tracks. After it cleared each crossing, they would rush along the streets ahead of the train to the next crossing. All the way into the city there were people in cars honking their horns in welcome, standing on porches, hanging out windows waving and cheering, and some even running along side the train, smiling happily and waving at those on board, who were overjoyed with such a warm, enthusiastic greeting. No matter where you looked, there were smiling, excited faces of both children and adults to welcome the Christmas Train.

As the train slowly neared the square where the celebration was to be held, the sight of over six thousand people gathered there to greet the train emerged. The huge square was filled to overflowing, and more lined up as much as three city blocks around the corner, most of them waiting since daybreak. Everyone aboard the train was humbled by this sight.

When the Christmas Train came to a stop along side the square it was greeted by resounding cheers from the crowd. There to officially

welcome the train was the wife of the Governor of Baja California, Alejandra Gonzales Alcocer, the wife of the Mayor of Tecate, Alejandra Delcon, as well other local dignitaries who had helped organize the event. A DJ played music from a bandstand erected in the square just for the occasion, and above it was a huge sign announcing the celebration of the Festival of the Kings. The DJ introduced all the dignitaries there to greet the train. Then he presented the Three Kings, resplendent in their bright, elegant robes.

During the introductions the volunteers were busy unloading all the gifts and preparing the site where the Kings were to present the gifts to the children. The band unloaded their equipment and began to play a variety of music, while everyone waited excitedly for the event to begin. While the band played, the cases of apples were unloaded from the train and placed near the kings, ready to be given to the children. The gift bags were placed behind one of three stands where the Kings would give them out, red for the girls, yellow for boys, and white and blue bags for infants and toddlers. After the Kings each took their place, a large white gate was opened and the children filed in. As the children passed by they were given an apple, then led to one of the Kings to receive their gift bag.

A steady stream of children passed through the gate, their faces lit up with broad smiles as they received their gifts. During this time, the band played without stopping to entertain those still waiting, and volunteers went out among the crowd to pass out handfuls of candy to the children waiting their turn to receive their gifts. As the day wore on, the crowd of children and their parents who were still waiting began to look apprehensive, but were reassured there were plenty of gifts for

all, and that no child would leave empty handed. Not one did.

When the event came to a close, the success of the efforts and kindness of so many to brighten the lives of these children, was best described by the Mayor's wife, when she placed her hands over her heart and said "On behalf of the children of Tecate, Thank You! Thank you all!"

The volunteers boarded the train and waved goodbye to the crowd waiting to see them off. The Christmas Train sounded its departure with a long, hard blast of its horn.

As it slowly pulled away, children and their families waved to those aboard. Once again, the Christmas Train was met by Tecate motorcycle police who escorted the train out of the city. As it came to each crossing, people stood waving and cheering. At the last crossing, the policemen waved to the passengers on the Christmas Train as it passed, with their sirens blaring, lights flashing, and broad smiles. In return, the engineer gave several long blasts on the train's horn in a final farewell.

Along the way outside the city, children were standing near the tracks waving as the train went by. Although everyone aboard was exhausted after the long day, they all responded with enthusiasm. When the train reached the point of its first stop the engineer gave a long blast on the train's horn, and again the children ran up the steep hill smiling and waving happily as the train went by.

The Christmas Train made its way steadily along the route back to Campo as the sun hung low above the mountain tops, drenching the surrounding hills and canyons in a myriad of deep purples, greens, blues, amber and burnt orange. It was a very serene, peaceful climax to a most exciting and rewarding day.

At approximately 5:20 pm, four long blasts of the train's horn announced the return of the the Christmas Train, as it slowly pulled into the depot at Campo. The exhausting efforts since November, and the long, hard day, was clearly visible on everyone's face. But, there were no complaints, and as the group of volunteers stepped from the train, all that was heard was "Until next year!"

On behalf of the Christmas Train: The wonderful events of this day could not have taken place if not for all the volunteers who eagerly gave hundreds of hours of their time, all those who donated money or goods for the gifts, apples and blankets, and those who helped organize the event in the City of Tecate. Thank you!

Charles Coval

Margaret and I wish to Thank everyone who helped make the train a success. Our measure of success is still the giving of individuals from one country to the children of another.

It is wonderful that the Railroad Museum is the sponsor of such memories for children. We can only imagine the excitement of a child who knows a train is coming to town with gifts for them. And on the day the train comes, that child wakes up with that very first thought on his or her mind.

As the day dawns the children of Tecate begin to meet in town and talk about the train that comes on Saturday with the tourists. But this time it is coming on Sunday and is bringing gifts for them. In their minds they are wondering....What will the train bring me on this Day of the Three Kings? Will they have enough? And as they wait in line they can hear the train whistle blow in the distance. Yes! The train is coming today. As the time passes the

train whistle gets closer. Soon it will be here. And then they see the train. That thought alone, will stay in the childrens minds forever. And on each occasion the train arrives in Tecate, the children will remember the day the train brought gifts just for them.

SDRM On The World Wide Web

Folks all over the world have been able to have a look at our Museum through www.sdrm.org without leaving their computer screens. Where we are and how to get there, what trains we run and when they depart are just two of the important things a visitor can find there. Lew Wolfgang has shouldered the burden of creating and maintaining our web page, and we all owe him a big Thank You! Roy Pickering and I have begun assisting Lew, and during the last two months the three of us have made some significant additions.

Roy has done a considerable amount of research in the creation of a large **History** section, devoted primarily to the SD&A. The centerpiece is an article about the creation of the line, including lots of interesting photos. A **Roster** section includes specs and photos of motive power. Roy is also including interesting yarns relating to the SD&A and Santa Fe in a Railroad Stories section. There you can read about a Santa Fe reefer journey from Escondido to New York City, a Santa Fe steam fireman, the SD&A surveyors trek from San Ysidro to Plaster City in 1907, and a 1932 hobo trip taken by my Uncle John from Wisconsin to California and back.

I have focused on our volunteers, motive power and rolling stock. The **People** section of the Photo Gallery includes approximately 40 photos of our volunteers. I don't have a photo of everyone, so if you have one of the "missing" please send me either the photo or a jpeg scan for inclusion. The **Roster** section includes diesel and steam locomotives, freight cars and cabooses. Each of these includes wonderful text provided by Bill Schneider, in addition to a photo of each piece. I've expanded the Diesel section somewhat (you can tell what I like!) by including links to descriptions of the prime movers, with photos, specs and text included, usually from original documents. Lew made some valuable improvements to the steam locomotive roster section.

Another section I had fun working on is the map showing our route from Campo to Miller Creek. I scanned the map from our new timetable, and created points on it where photos can be found. As you move the mouse along the tracks the pointer changes shape to indicate that a photo is hiding there. By clicking the mouse you will see the photo at that location! You can see this feature on the "Golden State" link of the Excursions page. Thanks to Jack O'Lexey for providing some of the photos. I plan on doing a similar one for the Tecate trip.

One of the things Lew has done that isn't visible to the web visitor is to add certain keywords to the html code which makes it easier for web search engines to find our web page. This simple change brings more visitors to the web site, and (we hope) to Campo. He has been a terrific mentor to Roy and me in this endeavor, always helpful and encouraging. Please stop in at <http://www.sdrm.org> to see our work!

Randy Houk

MUSEUM BIZ: WHICH TREATMENTS? PRESERVATION TO RECONSTRUCTION III

In the last column we discussed the concepts and theories of the "historic property" 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 resources historical significance, physical condition, proposed use, and mandated codes and standards. Here is a brief explanation of these criteria.

HISTORICAL SIGNIFICANCE:

Is this railcar or building a significant resource—a rare survivor or the work of a master builder or craftsman? Is it associated with a historic event or person? For a building, site, landscape, or railcar to be eligible for the National Register of Historic Places it must be associated with at least one of four criteria of historic context:

- A) a trend or event in national, state, or local history,

- B) a historically significant person,
- C) an example of architectural, artistic, or craftsmanship, or
- D) an archaeological resource.

At SDRM, none of our pieces need be nominated to the National or California Register's to receive treatment. Our Mission Statement, Statement of Professional Ethics, and Interpretive Program dictate which pieces are appropriate for our collections and storylines. Therefore, pieces that are unique (one-of-a-kind), or are associated with significant events or trends (i.e. reefer cars), or significant persons (i.e.

FDR and the Robert Peary car) are generally given a Preservation or Restoration treatment. These are classified as Category 1 collections. An example being that a unique piece associated with our prime interpretive theme (SD&A) and its founder and builder (such as the Spreckels private car, Carriso Gorge 050), should receive a Restoration treatment back to its main period of significance (1920s).

PHYSICAL CONDITION:

The next big question: What is the existing condition—or degree of material integrity—of the piece prior to work? Has the original form survived largely intact or has it been altered over time? Are these alterations significant? Preservation is appropriate if the distinctive materials, features, and spaces of the building or railcar are essentially intact. If the piece requires extensive repair to bring it back to a specific period in its history, then Restoration will be undertaken. If the extensive repair is to give the piece a new or adaptive use, then Rehabilitation is likely the best treatment. As you can see, the physical condition or "integrity" of the piece is the key to determining the appropriate treatments.

PROPOSED USE:

Will the railcar or building be used as it was historically or will it be given a new use? Many of our railcars can be adapted for a new use (Rehabilitation) without damaging their historic character or integrity (i.e. open boxcars to displays). These are generally Category 2 collections. Others which have lesser historical significance or are not unique, last of their kind pieces, are also good candidates for Rehabilitation. Some pieces are unique to a specific use such as a dining car which would require extensive remodeling to give it another use.

That would not be a candidate for rehabilitation but most likely for Preservation or Restoration.

MANDATED CODE

REQUIREMENTS:

Regardless of treatment chosen, code requirements will need to be considered. However, if this is done hastily, or is poorly designed, it could damage important historic fabric. Therefore, it is important to make these code changes with little modification to the historic appearance. Abatement of lead paint or asbestos not only requires meeting environmental standards but must be done so as not to adversely impact historic finishes. Also, alterations need to be done to meet the Americans with Disabilities Act (ADA) of 1990. Great effort is often required to design these changes to minimize damage to historic railcars or buildings.

As one can see, choosing the appropriate treatment requires significant thought. It has to take into consideration the aforementioned criteria. These decisions need to be made at the overall Museum planning level. Therefore, it has become a priority to complete the Museum's General Plan, and Interpretive Program and Plans during the 1999 year. The Staff, Board of Trustees, and general membership will be given a change to input and review these plans. Announcements will be made later this year on when and how to get your input into the process.

Next time we will discuss the individual treatment guidelines. Each treatment has roughly 7 to 10 specific guidelines. The Secretary's Standards are now also on the web. If you would like to learn more go to: www2.cr.nps.gov/tps/Standards/index.htm.

I will leave you with a quick bit of general advice for all treatments. They all reduce down to the two "preservation basics":

- 1) Repair instead of Replace; and when required, only
- 2) Replace in Like-Kind.

Jim Newland

NEXT TIME: THE TREATMENT GUIDELINES: SPECIFICS

Due to schedule conflicts, the Division of Museum Services' historic preservation training/workshop at Campo has been postponed until the Summer. Information on exact time and date will be forthcoming.

Around And About The Museum

It's still winter and you would think it is spring at Campo. Not just the weather, but what's been happening. When you arrive, the first thing you see is the great effort of Thomas Lee to control the weeds and to improve the looks of the area. He has disked the weeds and graded the roads but since we can't afford to gravel or pave the roads, the pot holes return as soon as we drive over them again. Out by the Jacumba Cars, the disking was made possible by MOW moving all the ties to the lower yard and the miscellaneous to the "north forty". Randy Gibson has done a great job sealing up the Jacumba Cars and to generally improve their appearance by installing doors and plywood windows. An added touch was to add a written description and hang it neat-

ly at the end of the cars so that visitors can appreciate their historical value. The continuing effort to get control of the weed problem in the yards and out on the mainline is really paying off! Yes, there are still some weeds but they no longer hide the Museum.

When you enter the operations office you can't help but be pleased by its professional atmosphere and the general cleanliness. The change in the Lackawanna cars has "hit the ceiling"! Without fanfare, the bad ceiling sections have been replaced. The overall improvement of the cars has come about by the efforts of Mike Retz and Randy Gibson and especially Thomas Lee Braginton and the cleaning crew. All this time Allan Dillane has been telling the school train kids that the damaged roofs were caused by how loud the last group had yelled. He is in need of a new line to stimulate the kids to recite the poem "Ooey Goocy" and teach railway safety. Most of you are aware that because of the outstanding efforts of the front office, our ridership to Tecate is up and our overall passenger load to Miller Creek has improved. This has put a strain on our docents and train crews and it was a hard decision to make but the Saturday Miller Creek trains were canceled. Much to Pat Blackmore's surprise, the volunteers said NO! Somehow they pulled in their collective belts and are giving of their time to keep the old schedule operating. Recruiting efforts and training are now being pushed to bring some relief to those hard working docents and train crews. A special thanks goes to the people who are putting together the dinner trains. Because of railroad work laws these people can not operate a train during the day and then run at night. Instead the night crew comes on duty in the late afternoon and some times they don't get away

from Campo until after 11:00 pm. Some of the difficulties they started out with are now being addressed by Mike Rencau and Darren Apedaile who have under taken to rewire all the Lackawanna cars. A little light in the tunnels to Tecate will be welcomed also! Jim Lundquist, Larry Owen and Larry Rose have gotten together to improve our passenger riders view. They have under taken to redo the way signs along the right of way. Besides Brown Dog and Clover Flat, they have added Dog Patch and have plans for Sport Curve and Division. What will really catch your eye is the Short Line signs Jim has added to each side of the 94 overpass.

We have Dave Slater to thank! He obtained an 8' X 20' insulated container that with the help of Gary Sweetwood, Mike Reading, Mike Rencau and new member Mark Henderson, has been moved to the outside of the west end of the car barn. This was no easy feat but a much needed and appreciated one. Lew Wolfgang is determined to get the paint and lubricants out of the building. Tom Walker and Fred Camathan are just as determined so things have really changed in the barn. The 2098 has been moved to the west end with the help of Ross Bryan and most of the "stuff" has been found a new home. Plans have been made to temporarily cover the inspection pit for safety reasons. There are now three new projects in there and a bunch of happy people. The north forty continues to improve! The area around the wooden water tank has been cleaned off and all the signal stands and related gear will be assembled there. Since this stuff has been spread all over the place and it takes up so much room, this will be a big step forward.

We had some 80 MPH winds at Campo the other day that had some interesting results. Besides

rearranging the dirt and sand it derailed the speeder personnel trailer and blew in the # 2 big door of the display building. Few people knew of this, because Rich Warner got his little yellow tractor out and lifted the speeder car back on the track. Dick McIntyre, Bob Haney and Dick Cupp in their usual low keyed but efficient manner, restored the display building door to working condition. What concerned others, never moved an inch! We were worried about the big Santa Fe bridge crane. We had placed chocks under its wheels but apparently the weight of the crane and its brakes were all that was needed.

The concrete in the new building looks great! Don Getz is waiting for the use of a backhoe to dig the trenches and then the first track will be laid. Rich Warner, Steve Kostelak, Ken Hansen and Mark Henderson have stopped work on the new switches in the lower yard, they are finished!!!! They are now trying to find places to stuff the not needed track material where it is out of the way but will not need to be moved again. The 132 LB rail is going to be stacked next to the Harmony and the yellow drip pans near the 2353. These will all be used on track #5 when we finish the lower yard. The rest is going out to the east lead and in any empty corner. Once this is done, grading will take place and tracks 11, 12 and 13 can be finished. Completion of tracks #9 and 10 depend on when the rest of the cement can be poured.

Every year at this time, all the people ticketed to operate our equipment must under-go training and recertification. Jim Baker has scheduled numerous classes and yet manages to find time to help on the 2353. The "black" gang has been busy. Paul Lannen, Larry Williams, Chris Ward, Dick Hobson, Tony Neece and Dwight Koller all have

made a difference. Cleaning flues, the smoke box, repairing gauges, valves and the hundred and one other things is a dirty, thankless process but when 2353 came blasting out of tunnel #4 or climbing out over the Campo high bridge February 26th for the PBS camera crews, it all seemed worth it. Remember, steams up the weekend of March 6-7 and the 1999 steam schedule will be underway.

*Are You
Ready For
This?*

For years Rich Borstadt has talked of a "Museum at Campo". Almost ten years ago the money to build a new display building was made possible by Assemblyman Sterling. We are so lucky to have had the drive and tenacity of people like George Boggs and Don Getz who, "like a dog with an old bone," have brought us to the point that Rich is now in a position to begin putting "things together". All of you readers are encouraged to come and see his progress. The three switches into the lower yard need only the finishing touches. Gary Sweetwood and Joel Cloud have teamed up to promise delivery of rock ballast to stabilize them. Steve Kostelak, Mark Henderson and Rich Warner made half the "junk" in the lower yard disappear. Rich has done part of the grading and the laying of track #11. June is when Steve and Rich believe that tracks #12 and 13 can be in the new building and with the progress that the Interpretive Department is planning we think Rich Borstadt will be planning a big Museum wide barbecue for late August or September as a grand opening. The trainmen and ladies will be closely involved because all these years

they have been asking for a place to show our visitors something organized, if not beautiful, then neat and clean, something that tells the story of the SD&A. Where, but in the new building, can we display the visual story of the building of "our" railroad. Visitors have a strong desire to see the Carriso Gorge. This is now possible with all the rich photo resources stored in our library. Ted Kornweibel has a lot of material on the Buffalo Soldiers and Rich Borstadt has an outstanding graphic/photo presentation already made up for Jesus Garcia Day and ready to go on display. This is the time for those of you who can't get to Campo to call Rich at (619)544-5875 and volunteer to do research, provide materials, or make up something special that is needed to tell a story. At this point, we will not get to see everything that is available to display because this will only be a temporary learning experience. Security of valuable artifacts, protection of photos and displayed materials from the elements and how best to have a visitor friendly walk through facility go beyond just telling a story. But with this first effort we will learn! We are excited! We are ready!

*NOW In
March*

Inspections are a critical part of the process that a railroad institutes on a regular basis to minimize the chances that an accident will not occur. Our Museum is no different in this respect to the SFBN or UP except in sophistication and the means to accomplish this end. Twice a week track inspections, annual bridge, culvert and tunnel inspections, cyclical walking inspections of the mainline for cracked or broken joint bars or rail damage that

can't be detected by any other available method. The yards and switches all have their own special needs. Few people have any idea the time and work it took to insure the safety of the 2353 and the people who road in her consist as they steamed across the high Bridge above Campo Creek on February 26th. Dick Hobson, who does double volunteer duty in both the Steam and the MOW Departments not only helped to get the 2353 ready to go but also did the track inspection over the track that no train had operated for almost 2 years and no steam engine for almost 50 years. He was instrumental in seeing that every joint bar (four bolts in each) were hand tightened and the dirt over the tracks was removed, again by hand. Standing 178 feet high on a steel bridge in a wind tightening bolts is awesome! Jim Brown and Ken Hansen can attest to that.

No one thought about the condition of tunnel #4 or the steel bridge just beyond it when the 2353 came pounding out of the tunnel and out over the bridge in all her glory with cameras rolling. Rich Warner and Ken Hansen weren't even there. Yet only a few days before, they had gone over ever inch of that tunnel and worked on that bridge so that the engineer's thrill of power, his hands on the throttle, had no need to think of his safety.

Paul Broer, as our MOW Equipment Maintenance foreman, and his crew, are steadily making head way. We are getting more and more reliability into our speeders. Paul has undertaken to purchase and when operable, loan the MOW a road towable fork lift. This is needed when we have an opportunity to obtain additional rail. The Metal Magic crew of McIntyre, Haney & Cupp are going strong. They have been critical in helping get the lower yard to its present state. They have plans that

will allow us to trailer a small speeder to allow us to inspect track anywhere we need to quickly and without the need for contiguous track.

We are in desperate need of support to solve some of our most challenging problems, cleaning out cuts and repairing the erosion to our railroad fills. We need a 1 1/2 to 2 ton dump truck, a backhoe or at a minimum, a skip loader and a trailer that the tractor can be moved on. It takes us one hour to travel with a load on a speeder to reach the high bridge. To go to Jacumba, it will take 2 1/2 to 3 hours. Work on the mainline is meaningful only on-site, not as travel time. Having road transportable equipment would sure make a difference in what we could accomplish.

There is a strong possibility that SDIV will need us to do some maintenance work east of Miller Creek and into the Corriso Gorge. There is always a risk that the PUC will call for the line to be declared abandoned. The Museum and its maintenance-of-way department can be a valuable asset in helping to meet those companies legal and contractual obligations. The work done to make the PBS run was an example of how a joint effort can pay off. The SDIV's loan of the Jacumba ballast car and our repair and use of it would give all parties a capability that would answer many of the FRA's and PUC's potential questions. The fact that we would be able to run tours into the Gorge or just to Jacumba would be real incentives for the Museum to seriously consider participating in such an enterprise. Both politically and economically it makes sense. It would provide the Museum with an alternative to Tecate while the opportunities for Jacumba, Campo and the back country in terms of tourism would be significant.

HAVE YOU LOOKED AT THE FINE PRINT ON YOUR MEMBERSHIP CARD?

All of us need to stand back and laugh at the Museum and at ourselves occasionally. In 1992, we had only one two seater speeder to inspect track and it ran badly and three part-time track volunteers. No one gave any thought to fire protection in relation to an operating train to Miller Creek. Today the Museum is required to run two track inspections a week that requires a crew of at least two. With the weather like it is, we will have an early start to the fire season this year and that takes a speeder and a crew of two for each train. If we operate a train to Tecate, four trains to Miller Creek and a dinner train we will need six separate two person crews. And this is just for one week. Our track crew needs have escalated to the point that we are using seven to ten days of regular week after week of volunteer time. We are getting a varied collection of individual efforts that averages two days a week and includes about 15 people. Our track inspection and fire speeder crews are on top of all this. We are not using a paid track crew at this time but hope to add this to our capability shortly. You may ask why? Who the heck is crazy enough to want to do track work? Why so many?

Regulations, past neglect, change in volume of use and that we are needed if not respected! It's healthy, the comrade is special, you feel you are doing something and you can see the results. The talkers and the politicians are scared to death to come near us because we will shove a spike maul in their hands and tell them to talk only while they swing and hit a spike. You "play" with tools and equipment that most of us never got near to in our working life. This is a place

that the little kid and his dreams gets to escape and take shape into reality. Who would ever let you ride a speeder let alone ride one at night? Inspect a tunnel or a bridge? Operate a 3,000 LB lift capable forklift or change out a railroad tie? Nowhere else can you walk a track to check the joints and bolts and know that you make a difference! Standing on the Campo High Bridge you can see forever! To know, that without you and what you do, there can be no trains, makes you know how important you are! When someone calls and says they think the track is chattering or that it feels "soft" you don't laugh. You know that you will make the difference. You aren't playing with an erector set or a toy car out in the dirt but with the real thing. The guy who called might ring the bell and blow the whistle but he better not run that train till the track crew makes sure it's safe!

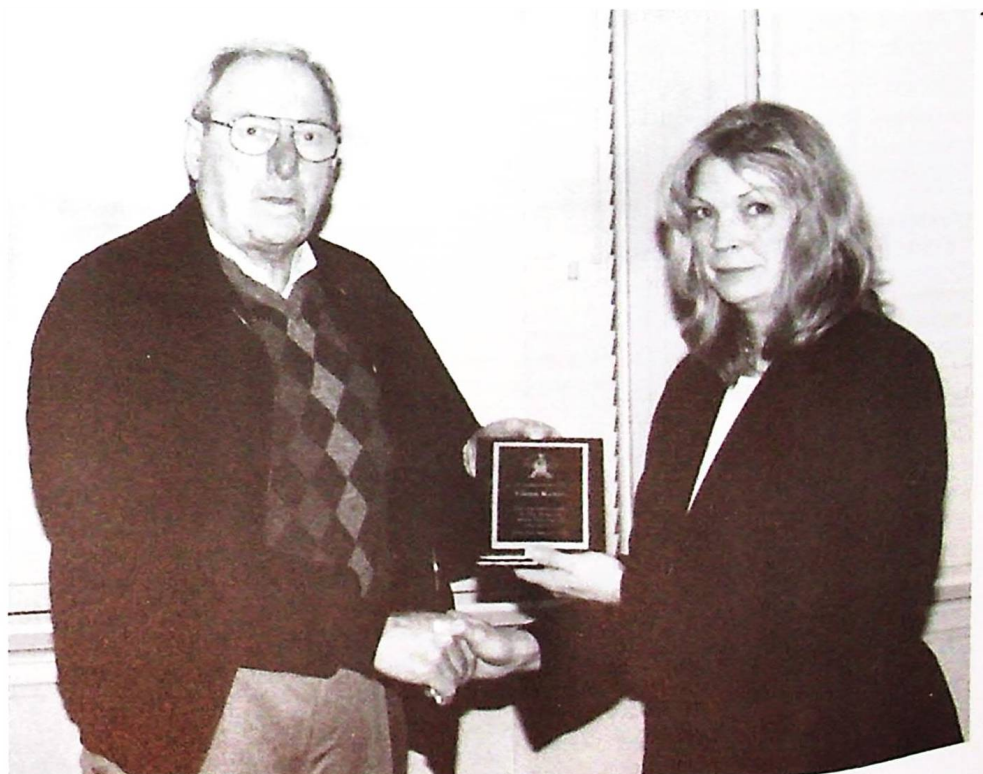
Most members think it's a big deal to come to Campo and ride the train, and it is. But what more and more members are discovering is that a call to Pat Blackmore, Randy Gibson at the office, or Allan Dillane at (619) 582-4264 can get them a "ride along", a chance to get out in the fresh air, be part of a special group, be part of a track inspection or fire speeder crew, to tighten a track bolt without killing yourself or to take some pictures that you will never get from a train. The week days have all kinds of special surprises and needs that you may be lucky enough to earn a chance to be a part of and enjoy. Get out of that easy chair, bring the wife or husband along, pack a lunch and bring some water.

Who said you're too old to learn or to do something daring?

Allan Dillane



Top photograph: Presentation of Appreciation to out-going Treasurer Chop Kerr from Executive Director Patricia Blackmore.



Bottom photograph: Presentation of Appreciation to out-going President Glenn Reiter from Executive Director Patricia Blackmore.

E Clampus Vitus

On Saturday, April 24 at noon, E Clampus Vitus will be dedicating a new monument to Charles Hatfield at the site of his rain-making tower near the Ranger station at Lake Morena. They are the same people that put up the monument in front of the Campo Depot. They've extended an invitation to all our members, so if you can spare some time on that day

Hatfield - The Rainmaker

I was sitting in the doctor's waiting room the other day, reading a National Geographic article about the Trans-Siberian Railway in Russia, when another patient sat down next to me and started talking about trains in general and the SD&A in particular. His first question was about reopening the line. His second was, "Have you ever heard about the flood Charles Hatfield caused around 1916?" Funny how many people in San Diego have heard of Hatfield. You've probably heard the story when you were going through Trainman class. But for those of you who didn't or maybe forgot, here's what I dug up from several sources at my local library. (Yes, they're still open even though they didn't get the vote!)

For four years prior to 1915, rainfall in San Diego and the surrounding area was below normal. You must remember, this was before water was imported from either the Colorado River or northern California. All San Diego had was its reservoirs, and they were getting critically low. The San Diego Common Council had several requests from influential citizens to

hire Charles Hatfield, who they said was successful in producing rain from Los Angeles to the central valley of California, as well as in Oregon and the wheat growing areas of Canada.

In December 1915, Hatfield sent a letter to the Council, offering to fill Morena Reservoir by December 20, 1916 for the sum of \$10,000. If the reservoir was not filled, the city owed him nothing. Charles Hatfield was no stranger to San Diego. The Hatfield family, Quakers from the Midwest, first settled in Los Angeles and then moved to a canyon between Vista and Bonsall in 1894. The boys, Charles and younger brother Paul, became interested in meteorology when several years of drought hit the southern California area. In 1902, they experimented with a combination of chemicals to produce rain. By this time, Charles was earning a living as a sewing machine salesman. In 1904, his experiments attracted the attention of the Los Angeles Chamber of Commerce and the city offered him \$1,000 to produce rain. In the next four months, Los Angeles received over 18 inches of rain and Hatfield's career as a rainmaker was launched.

So it was that in late 1915, the San Diego Council voted 4 to 1 to accept Hatfield's offer. The City Attorney was instructed to draw up a contract. The Hatfield brothers, eager to start at Morena Reservoir, didn't bother to sign the contract. They built a tower about a quarter mile from the dam and waited for the right weather conditions.

Rain began to fall on January 14, 1916. In the next four days, over 12 inches was recorded at Morena. The ground was saturated. After a week's lull, a heavy rain again started on the 24th. On January 27, Otay Reservoir dam gave way and sent a wall of water through the valley

below. In two hours, 13 billion gallons of water made its way to San Diego Bay, taking out everything in its path. This included the new SD&A Railway bridge and 3,000 feet of embankment. A little to the north, part of the Sweetwater Reservoir dam was also washed away, causing tremendous damage in the Sweetwater Valley. Still further to the north, the raging San Diego River tore out the railroad between Foster (present site of the San Vicente dam) and Lakeside. This track was never replaced.

Since Morena Reservoir was filled to overflowing, Hatfield put in his claim to be paid. The Council ignored him since they had more important things to do - rebuild a city. When he filed suit six months later, the city agreed to pay him under the condition that he assume responsibility for the three and a half million dollars in damages that had been filed against the city. This he chose not to do and eventually left San Diego to continue his rainmaking in other parts of California.

In 1957, Charles Hatfield sat in the audience at the premier of the film, "The Rainmaker," starring Katherine Hepburn and Burt Lancaster. He died the following year.

Mike Retz

VOLUNTEER OF THE MONTH

The VoM for December was Ansara Gilbert. We recognize Ansara for his great attitude and hard work as a trainman.

The VoM for February was Ross Bryan. We recognize his outstanding contributions to our locomotive maintenance program at Campo, as well as his stepping up to be interim Superintendent of Operations. He'll soon be back in Kansas for the spring and summer, and we sure do look forward to seeing him back here next fall!

STAFFING

Twenty years ago (February), the following article appeared in the REPORT #155.

VICTORIA STAFFERS

By Jo Pressnall

Neither rain, nor snow nor any such thing can keep our staffers away from Victoria. Even with our unusual weather (one must never say bad weather in San Diego) we've been able to open and greet folks. It has been interesting that the unusual weather has helped in one way: people are content to remain in the car and visit before they venture back into the breezy bay area. This helps not only contributions but it gives us a chance to talk to folks about P.S.R.M.A. and our goals. Jim Bradley answered a last minute plea for help when one fella had to cancel and also opened for a group of youngsters of pre-school age, thus saving me a trip across the bridge. Jim almost took up residence at the Vic this month. Berle and Kathi Maxey, Helen and Joseph Reuter, Mick Ackelson and David Black are all first time staffers who did their bit for us this month. Ray Lethbridge opened on his lunch hour and managed to snag a few coins for us. Duane Leal and his cousin came by to help me close. These good folk were ably assisted and initiated by the following faithful repeaters: Ward Fagan Jo Pressnall Jim Hamilton Mike & Steve Retz Ron Zeiss Daniel McLean Ray Archer Frank Kearney George Geyer Tanya Rose John Patterson

If you love to meet interesting People, then staffing Victoria is just your cup of tea. You will be paired with an experienced host who'll show you how easy and fun greeting visitors can be. Call me at 435-XXXX (collect, if necessary) and join in on this most fascinating museum activity!

Although many years have gone by, Jo's words still ring true — staffing and meeting the public is a lot of fun. We may no longer be doing it downtown on the Embarcadero aboard the Victoria, which is now back to its original name, Robert Peary, but the interface with the public is still one of the most important roles in the museum. In each REPORT, we will try to acknowledge all of those who have filled that role in one or more positions, be it engineer, fireman, conductor, brakeman, speeder operator, or the two positions that have the most contact with our traveling guests — trainman and car attendants. The following is a list of those who filled those positions and how many times they did it during the four month period from November 1998 through February 1999. It was taken from the sign-in sheets in the Operations Office. The sheer numbers show you how many people it takes to run our trains week after week. Without these folks, it would not be possible. Randy Gibson is totaling the entire year of 1998 and that should appear in the next issue. Thanks to all of you on the list. We hope the list will grow in the future. Old time railroading is fun!

Darren Apedaile	2
Allen Andrews	3
Jim Baker	6
Chuck Barrett	3
Robin Becker	7
Al Brill	4
Mike Carroll	3
Trisha Cates	4
Roger Challberg	12
Rita Cloud	2
Betty Conklin	2
Richard Dick	1
Allan Dillane	4
Duane Dubke	7
Carol Dyreng	8
Mike Edwards	18
Dave Finney	5

Jim Friedlan	7
Corrine Gallagher	6
Don Getz	9
Randy Gibson	12
Vern Hudson	1
Alma Gilbert	4
Ansara Gilbert	9
Rod Gilbert	5
Tom Gray	1
Beverly Hodges	5
Herman Hodges	5
Randy Houk	12
Dave Johnson	1
Allen Jones	1
Denby Jones	3
Ken Kahan	3
Al Kcevil	2
Chop Kerr	7
Jim Lundquist	1
Ann McVeagh	3
Nancy Mercer	1
Bob Miles	3
Tony Neece	5
Bob Nickles	4
Steve November	5
Jack O'Lexey	14
Dick Pennick	5
Greg Perrin	7
Fred Perry	1
Richard Pope	4
Don Pope	1
Al Pearson	2
Karen Pruett	2
Mike Reneau	12
Mike Retz	7
Dianne Roberson	3
Gee Gee Robinson	2
Ann Ruppert	3
Dick Ruppert	4
Bob Schussler	4
Sandy Schussler	4
Bruce Semelsberger	7
Pete Sheakley	1
Dave Slater	4
Sue Ann Taggart	6
Marion Warsaw	1
Wayne Wedekind	1
Larry Williams	4
Lew Wolfgang	5
Steve Young	6

Mike Retz

From The Training Officer

We just completed our annual Rule Review and Testing program. Over 30 train crew members have completed the required 2 hour class and the written test, which ranged from 47 to 136 questions, depending on the positions certified.

Congratulations to the following people, who scored 95%, or better, on their tests: Allen Andrews, Jim Baker, Robin Becker, Al Brill, Don Getz, Randy Gibson, Tom Gray, Dick Hobson, Randy Houk, Denby Jones, Ken Kahan, Chop Kerr, Jim Lundquist, Bob Nickles, Dick Pennick, Don Pope, Dianne Roberson, Dick Ruppert, Karla von Huben, and Larry Williams.

New Highway 94 Crossing Gates

We are indebted to the efforts of the MTB and to the commitment of the State of California to replace the railway crossing gates across Highway 94. Most of the work took up the best part of December and the weather cooperated. Heavy rails, concrete ties and rubber roadway buffers were installed. These compliment the new signal masts, gates and electrical systems. The mast at the Highway 94 east crossing has a cantilevered arm with lights that can be seen by drivers traveling east over a hill just before the crossing. This has been a serious concern for the railroad in the past. In addition, the Museum was provided with spares and support equipment for its maintenance. Randy Gibson's efforts related to this project are greatly appreciated.

Allan Dillane

San Diego's "Impossible" Railroad

By Richard Dodge

The following article appeared in the "Dispatcher" which you might say pre-dated the REPORT. It was put out by the Railway Historical Society of San Diego. This article was dated June 29, 1956. It may be a few years old, but it does give us a good insight into the history of the SD&A. To some of you it may be a repeat of a story you've heard many times. But to others, it is all new and interesting. New or old, we hope you enjoy reading it.

Nature never intended that a railroad should be built through magnificent Carriso Gorge. When surveys were being made for the San Diego & Arizona Railway, it was called "the impossible Railroad" by several reputable engineers. But the SD&A mandered the length of the Gorge by a tortuous route.

Ever since the Mexican War, the hue and cry had been for a direct rail link to the east, first for military necessity, then to develop the port of San Diego. Even when the California Southern Rail Road, now Santa Fe, was built, 1881 to 1885, no direct line was achieved and when Santa Fe management moved the offices to Los Angeles and the shops from National City to San Bernadino, making San Diego's bought and paid for railroad nothing but a branch line, promotions for a direct line again sprang up. None was brought into fruition. So, in 1906, there was no hope in ever financing a road, though some \$40,000 had been raised for surveys

and rights-of-way for a proposed route named San Diego & Eastern Railway.

Imagine the shock, surprise and then renewed confidence of the people of San Diego when the San Diego Union of December 14, 1906 displayed the almost incredible headlines: RAILROAD FROM SAN DIEGO TO YUMA IS NOW ASSURED. Named San Diego & Arizona Railway. Line Will BE Built and Owned By Spreckels Interests.

The San Diego & Arizona Railway Company had been incorporated secretly in June by John D. Spreckels, his brother, Adolph B., they being the sons of Claus, the Sugar King of San Francisco; John D. Jr., William Clayton and Harry L. Titus

All Subscribers to the San Diego & Eastern fund were reimbursed in full. Colossal condemnation proceedings were started to obtain rights-of-way and land for stations, yards and other facilities. Surveys were begun and over 1,000 miles of lines were run.

Eventually it became known that the originator of the road was none other than Edward H. Harriman, the canny wizard of the railroad world, who was in control of the Union Pacific Railroad, the Southern Pacific Company and other lines.

Harriman had become familiar with the fertile Imperial Valley when the President of the United States of America, Theodore Roosevelt, pleaded for him and the Southern Pacific to stop the rampaging Colorado River, which had broken through its banks and flooded the below sea level areas of the recently developed Valley. By giving rock trains rights over all others, the herculean task of dumping rock into the break faster than the swirling river waters could carry it

away was finally accomplished. Harriman had then visualized the advantages of a direct railroad to tidewater in San Diego. So he joined forces with J. D. and A. B. Spreckels to actually build the line.

The history of the San Diego & Arizona Railway is a narrative of one calamity after another. Ground breaking ceremonies were held on September 7, 1907, near the foot of 28th Street in San Diego. The first preliminary grading contract was let.

Calamity No. 1: The country was plunged into a short but severe depression. Money for construction was almost impossible to obtain. Work was hindered. The first grading was started in January 1908 and work continued on the surveys. Two All-American routes via Dulzura and one through Lower California (now generally known as Baja California), Mexico, were pronounced practical. Detailed estimates showed the costs of the All-American routes to be higher. John D. went to Mexico City and obtained the concessions required from the Mexican Government.

By 1909, conditions were improved. Robert Sherer & Sons Company was awarded

the actual grading contracts from San Diego to the border and through Baja California to Tecate, including the boring of two tunnels near the location of the present Rodriguez Dam.

The first locomotive, No. 1, a 6 wheeled switch engine built at Pittsburg, and some rolling stock were received. Rail laying was scheduled to commence and everything was looking up when:

Calamity No. 2 struck. E. H. Harriman passed away in September 1909. His successor in control of the Southern Pacific did not conform to Harriman's policies. The contract with the Spreckels brothers was cancelled. The Southern Pacific would

advance no more funds. This was a staggering blow to John D. He admitted that Harriman had been furnishing the money and he had been spending it. Now he would have to raise the needed capital single handed. This he determined to do.

Rails were laid to the Mexican border on February, 1910. The road's first passengers were carried into Mexico on a big excursion to Tijuana Hot Springs (Agua Caliente) on July 29th. There a commemorative tablet was presented to John D. by a representative of the Chamber of Commerce. The bridge across the Tijuana River was completed by the end of the year.

Then came Calamity No. 3. A rash of revolutions broke out in 1911 in Mexico. All Mexican laborers left the job. But, in June, the insurrectionists surrendered and work could be resumed.

The second locomotive, consolidation type No. 50, built by Baldwin, had been delivered in February. Track was laid to Valle Redondo, 36 miles from San Diego, that year, elevation 766 feet.

El Centro, 49 feet below sea level, was designated as the eastern terminus, instead of Yuma. The portion of the Holton Interurban Railway's track from El Centro to Seeley would be taken over. Contracts had been let for construction to a point five miles west of Seeley and regular train service was inaugurated over the completed sections. E. J. Kallright, of the Southern Pacific, was appointed to the position of Chief Engineer.

Calamity No. 4 should have been the knock-out punch, but John D.'s indomitable courage and grim determination were unconquerable. In February 1912, the Southern Pacific instituted a suit versus the J. D. & A. B. Spreckels Company to recover nearly three million dollars, the amount of funds already

advanced. John D. fought this action through the courts and the suit was dismissed in 1916, compelling the Southern Pacific to retain its interests in the railroad.

The ten miles of bow knots and double horseshoe curves, gaining altitude out of Redondo through an undeveloped country, much of the construction being through solid granite, slowed progress. The feature of this section is that nearly all the ten mile stretch can be seen from Redondo. The ruling grade east-bound is 1.4%.

The Spreckels interests had purchased the San Diego, Cuyamaca & Eastern Railway with its line through La Mesa, El Cajon and Lakeside to Foster in 1909. The company was reorganized as the San Diego & Cuyamaca Railway. In March 1912, that road and the San Diego Southern Railway were consolidated into the San Diego & Southeastern Railway. The San Diego Southern Railway had been formed in 1908, merging the Coronado Railway with the National City & Otay Railway, which later John D. purchased.

By the end of 1913, the rail front was about eight miles west of Tecate at an elevation of approximately 1500 feet. On the Eastern Division, Coyote Wells, elevation 272 feet and 26 miles west of El Centro, was reached in April, 1914. Regular trains were running from El Centro to Dixieland, 19 miles. Passenger service to Tecate, 52.3 miles from San Diego, elevation 1685 feet, was begun in September 1914.

To be continued...



**San Diego Railroad Museum
1050 Kettner Blvd.
San Diego, CA 92101**

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Presentation of a \$20,000 check from the recent fundraising event, to repaint the passenger cars. Seated from left to right: Maryanne Thompson (Secretary), Kurt Karlsgodt (President), Harry Carter (VP of Administrations), and H. Chalmer (Chop) Kerr (VP of Railroad Operations). Standing from left to right: Patricia Blackmore (Executive Director), Glenn Reiter (Treasurer) and Marianne Gerdes (Fund Committee Chair).



SDRM IS GOING TO THE FAIR

June 19-23

California State
Railroad Museum
in Old Sacramento

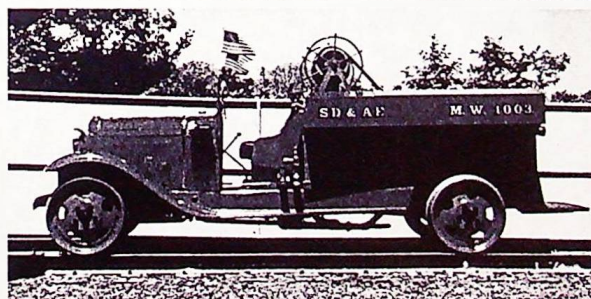
\$295 per Person

Includes airfare to Sacramento and return to San Diego, hotel accommodation at the *Clarion*, entrance fees to Rail Fair, and a tour of the area's highlights including Sutter's Fort, the State Capitol and the Governor's Mansion.

To book space on the trip, fill out the form below, detach, and send with \$150 deposit to the Museum's business office, 1050 Kettner Boulevard, San Diego, CA 92101.

Join us for the 1999 Sacramento celebration of railroading and see our Santa Maria Valley No. 9 rail bus in action (shown in Carriso Gorge for video taping of public television's upcoming California's Gold show on railroading on the Desert Line a half-century ago)!

See SD&AE No. 1003, the 1931 Ford Model AA rail fire truck from Jacumba, recently restored by the California State Railroad Museum.



If you have questions, call:
(619) 595-3030 or (619) 294-9321



Name:

Address:

City:

Credit Card No.:

Date:

State:

Zip:

Signature:

Phone:

No. of Persons:

Expiration:

EXTRA- April 1999 Supplement to the *Report*

SAGA OF IMPOSSIBLE RAILROAD CONTINUES

Editor's Note – the events in the following narrative occurred too late to make the normal *Report* deadlines, but Allan Dillane's account of the San Diego Railroad Museum experience for our active volunteers is of personal and timely import to all members of this museum. If you have been considering going "active," a unique and very rewarding realm of experience awaits.

by Allan Dillane

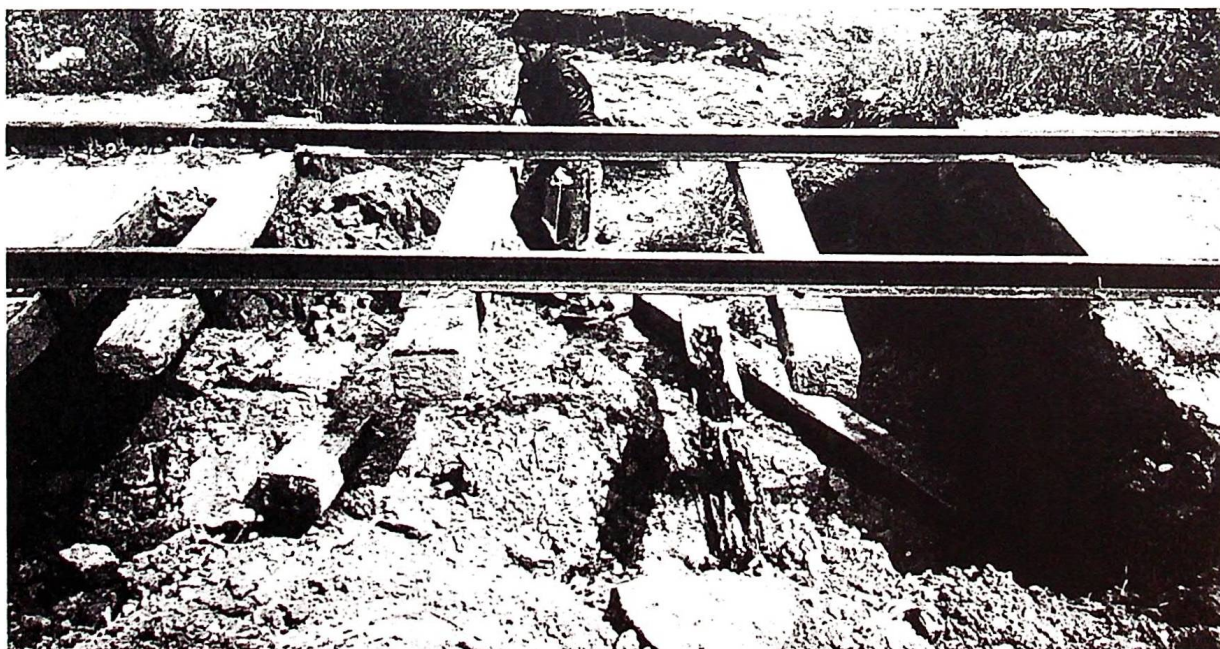
Many of you who read this will never have had the opportunity to participate and enjoy the challenges and the sense of accomplishment that working on the SD&A Railway can provide! Events of the first two weeks in April can give you some insight.

April 3rd. The Tecate Special was running west just 5 kilometers short of its destination with a full load of passengers. Rain had fallen over the previous two days but the lowering gray clouds were holding off. The wind was brisk but the possibilities for the day were promising. The head-end crew, Jack O'Lexey and Mike Edwards, were keeping a sharp eye out and the engineer had slowed because this was the area where a washout had occurred in December 1997. Some second sense was with them because both realized that the track ahead didn't look right. Brakes for the consist

were thrown into *emergency* and it stopped short of that spot. From above, the track looked normal. Only later was it determined that a gopher hole under the track, disruption of the drainage on the high side, and excess water had come together to erode a large tunnel under the track at that point. With smooth efficiency, Ann McVeagh and Lew Wolfgang obtained Mexican buses and the tourists' Tecate outing continued, as if things were normal.

April 6th. Pablo Gomez and Allan Dillane had the 15-foot washout closed.

April 8th. At 10:10 AM, a SD&A track crew consisting of Richard Warner, Richard Hobson, Al Pearson and Allan Dillane were traveling westbound toward Tecate on a speeder. They were intent upon finishing the repair at the washout.



All for a Gopher's Construction Project

The 1999~2000
San Diego Railroad Museum
Membership Contest
2000 members by the year 2000

Sign up a new member & win a prize !

A terrific Grand Prize will be awarded to the person who signs up the most new members.

Call the office 619 595-3030
for membership applications

Include your name on each new
application For contest credits