

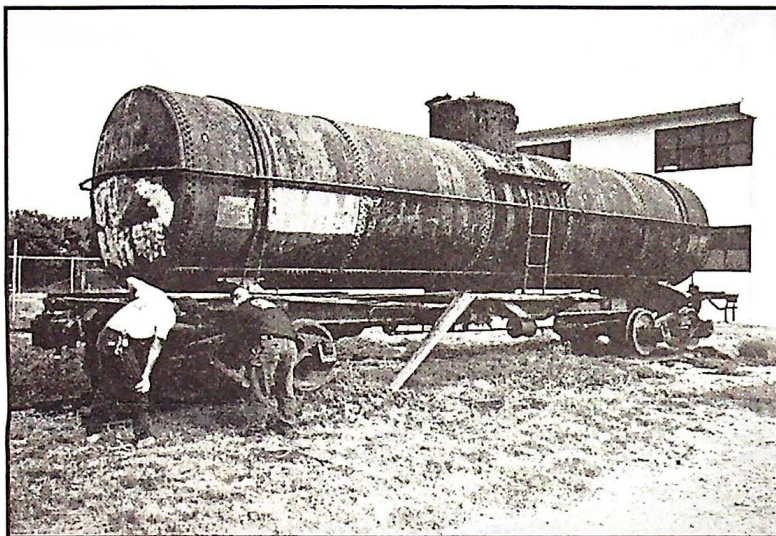


Fall 2001

REPORT

Volume 273

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



Operations Superintendent Jim Polloreno and Mechanical Superintendent Darren Apedaile inspect old SD&AE Ry. tank car at MCRD in July.

Photo by Dick Pennick

New Additions to Our Collection

By Dick Pennick

In recent months, the Museum has been the recipient of several significant donations, among them a 1920s San Diego & Arizona Eastern Ry. maintenance-of-way tank car, a circa 1915 baggage wagon, and a large assortment of brand new nuts, bolts and washers.

The tank car was donated by the City of San Diego Fire Department, who used it until recently for hazardous waste spill response training at their facility on the Marine Corps Recruit Depot property. The department recently replaced the car with one of newer design.

The car, a 40-foot standard design with outside dome vents, is well weathered but complete and still lettered "SD&AW MW1027." **Paul Goldstein**, owner of **Goldstein Equipment** and a long-time friend of the Museum, donated trucking for the car from MCRD to Campo and **Bob's Crane Service** in Lakeside graciously donated the crane work on the San Diego end. By the time you read this, the car should be at Campo. The project was co-ordinated by long-time member **Dick Pennick**.

The **baggage wagon** was donated by **Chris & Pattie Brown** of Laguna Niguel, and when received by

the Museum was partially disassembled and completely packaged in cardboard packaging material, as if it had been sent through the mail!

It's a real relic and all of the parts, down to the last nut and bolt, are there. **Dick McIntyre**, **Bob Haney** and **Dick Pennick** took delivery on Monday August 13th and loaded it into Haney's 1/2-ton pickup with the help of Mac's portable engine hoist. By 4pm the wagon was safely inside the Visitor's Center at Campo, amid a vigorous thundershower! This wagon is a near-duplicate of the wagon once used at the SD&AE's former depot at Plaster City (salvaged from the Plaster City dump by **Dick Pennick** in the early 1970s and now restored in the Museum's collection). Historical data on the wagon and its original owner is currently being researched. **Dick Pennick** coordinated the acquisition for the Museum.

An estimated 1/2 ton of miscellaneous **new nuts, bolts, and washers** were donated by **Ms. Myrtle Mueller** of San Diego and were tediously sorted by some of our volunteers at the Campo shop. These will be put to good use in the coming months and years. Thanks to life member **Harry Doering** for coordinating this very useful donation.

Rolling Stock De-accession Proposal

By Ted Kornweibel

The San Diego Railroad Museum has a marvelous rolling stock collection. But this collection is larger than the Museum's preservation, maintenance, and restoration resources and capabilities. Whenever a museum acquires an artifact, it simultaneously accepts responsibility for its proper care at that time. An artifact is by definition a valuable cultural relic: it possesses cultural significance warranting its preservation. A museum that allows artifacts to deteriorate, whether through insufficient resources or simple neglect, has failed to uphold its curatorial responsibility. Such deteriorating artifacts should be transferred to other institutions which can give them proper protection and restoration.

As Superintendent of Restoration, I propose the de-accession of three pieces of rolling stock which are extremely fragile and which have suffered significant deterioration. Furthermore these artifacts are not integral to our focus on San Diego/Southern California railroads. And they are also artifacts in categories for which the Museum possesses other examples that are relevant to our geographical focus.

Candidates for de-accession

Kennecott Copper Co. Business Car
C&O Wood Caboose 90751
AC&Y Wood/Steel boxcar

Equivalent SDRM artifacts

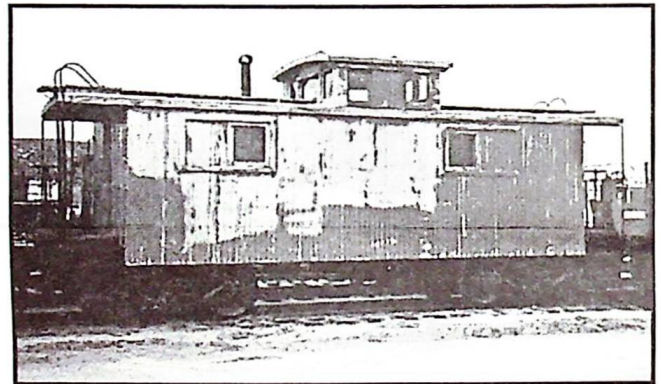
SD&A 050 Business Car
AT&SF Wood Caboose 1413
FGEX wood reefer 56415

SDRM's "Collection Policies" define the following criteria for determining de-accession: (1) the artifact's compatibility with SDRM's defined goals and objectives; (2) SDRM's ability to maintain and/or restore the artifact; (3) whether de-accession will place the artifact in a location more appropriate considering its history or more beneficial to its preservation; (4) and whether de-accession will enable SDRM to obtain a more appropriate artifact.

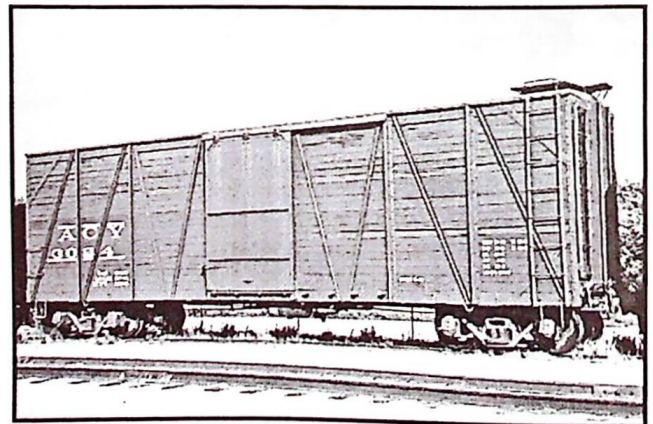
The Kennecott business car is a one-of-a-kind artifact, with many of its original interior details still present. But there is no integrity to either the roof or the boarded-up windows, and it is significantly deteriorating with each winter season. It does not represent Southern California railroading. Logical homes include the California State Railroad Museum, the Nevada State Railroad Museum, the Nevada Northern Railroad Museum, or the Utah State Railroad Museum. SDRM's priority has always been restoration of the SD&A 050; there is simply no prospect of our doing the Kennecott car as well.

The interior of the C&O caboose was completely restored by **Norm Hill, Frank Stites**, and myself over fifteen years ago, and Frank and I restored the exterior a few years later. The car sat outside ever since. The exterior badly needs painting, and the windows have deteriorated to the point where the interior is compromised. Frank and I have an emotional attachment to the car, but we recognize that it represents eastern railroading, while SDRM has other wood cabooses that are relevant to our Southern California mission. These are the fully restored AT&SF wood caboose, and SP caboose 644, which has been fully restored inside, but badly needs exterior restoration. SP 644 is the highest priority wood car, besides the 050, for restoration. Logical homes for the C&O caboose include the new state railroad museum in West Virginia, the Virginia Museum of Transportation, or Cass Scenic Railroad State Park.

The AC&Y boxcar, like the C&O caboose, represents eastern railroading and does not fit in the Museum's mission. Its exterior



C&O 90751, a classic eastern "little red caboose" typifies those used throughout North America in the first half of the 20th century.
Photo by Randy Houk



AC&Y 3024, an outside-braced boxcar is a very rare example of thousands of Mather boxcars designed in the early 1900s.

Photo by Randy Houk

See De-accession continued on page 3

De-accession continued from page 2

was restored more than fifteen years ago, but it has been exposed to the elements ever since with the result that the exterior siding has significantly deteriorated, allowing the elements to begin to degrade the interior as well. Its logical home is a strong railroad museum in Ohio, perhaps the Mahoning Valley Railroad Heritage Assn., in Youngstown, which focuses on the lines in that city. SDRM does not have an exact western counterpart to this car, but the FGEX wood reefer is close. Both it and the AC&Y boxcar depict the later wood-car era that featured wood bodies on steel frames.

Other potential recipients for any of these artifacts would be strong NRHS chapters with the capability to preserve, restore, and exhibit these cars. Ideally, SDRM would receive compensation from the recipient museum. In reality, it is rare that another museum can pay for a car. It is somewhat more realistic to hope for a trade. My personal recommendation is that we advertise for bids for the cars in the hopes of acquiring a relevant or useful piece of rolling stock or equipment. But if none is available for trade, I believe we should "gift" these three artifacts to responsible, well-established, and sufficiently-funded institutions which can guarantee prompt preservation and a realistic timetable for restoration and exhibit.

ACTION: I propose the de-accession of the Kennecott Copper Co. business car, C&O caboose 90571, and AC&Y boxcar 3024 to responsible institutions, following the de-accession policies described in the SDRM by-laws: Advisory Staff after receipt of this proposal on August 6, posted copies of the proposal at Campo and the downtown business office. Department Superintendents shall poll their respective members for comment. Input from the general membership is likewise solicited. Comments can also be sent to **Ted Kornweibel** at the SDRM. All comment shall be received by September 30, 2001. Staff, at its October 1 meeting, will adopt recommendations for the Board of Trustees, which is empowered to approve, disapprove, or return such recommendations to the Advisory Staff.

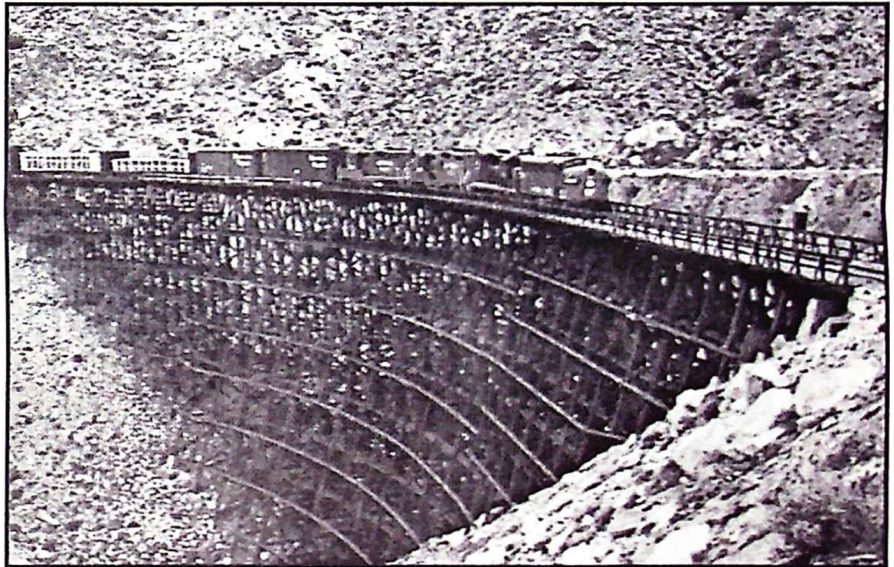
Library Search for New Home Continues

By Roy Pickering

Our SDRM library needs a new home NOW! We recently received word that we should plan to be out of our current home in the Baggage Building of the Santa Fe depot by December 2001. **Chop Kerr**, Vice President of Railroad Operations is researching commercial space around La Mesa, El Cajon, and Lemon Grove. In anticipation of our move, we are collecting copy paper boxes with lids. We need over 500.

If we want a library EVERYONE needs to be looking for a suitable site. We need 3,000 feet or greater, 5,000 feet preferred. Several Library Committee members have pledged \$100.00 per month for at least 3 years to help us cover our rent. This would be added to the \$700 the museum is currently paying for the site we are in now. We anticipate needing \$3,000 - \$4,000 per month for a 3 - 4 year lease. This would cover rent, maintenance and utilities. We are also looking for a sponsor to match the donations. Remember, all donations are tax-deductible. If you know of someone that might be willing to match the total pledge amount or give \$25, \$50, \$75, \$100 or more per month, please call **Chop Kerr** at (619) 291-4787 as soon as possible.

Please, help if you can!



Slide taken by Richard V. Dodge of SP engines traversing Goat Canyon Trestle circa 1955 is just one example of the important local rail history preserved in the SDRM Research Library archives. We need your help in finding this collection a permanent home!



Santa Spotted on the Miller Creek Train!

Santa, Mrs Claus and some of the elves make an annual appearance on the Miller Creek Train to see for themselves who's been naughty and nice. So mark your calendars for December 8th, 9th, 15th and 16th when the "big guy" and his helpers will be on board.

Bi-National Heritage Corridor Proposed

By Maria Castillo-Curry, SDRM Trustee

Local historians and cultural preservationists on both sides of the US-Mexico border are seeking to designate a bi-national heritage corridor for the region surrounding the San Diego & Arizona Railway and Ferrocarril Tijuana y Tecate. This historical transportation corridor which crosses counties, states, and countries, unites Mexican and American culture and history in a unique way. If successful, it will be the fourth such bi-national heritage designation crossing our shared border. The others include: Los Caminos del Rio which runs along the Rio Grande in Texas and Tamaulipas in Mexico; El Camino Real Misionero running from Sonoma in California to Loreto in Baja California representing the missions of the Californias; and, El Camino Real de Tierra Adentro an aboriginal foot path which starts in New Mexico and ends in the center of Mexico.

Bi-national heritage corridors help catalog, protect and preserve precious historic and cultural landmarks. This designation also helps local residents and visitors to better understand regional history, by providing educational, cultural and artistic activities that enrich nearby the communities.

This project, dubbed "The Iron Road of the Californias" or El Camino de Hierro de las Californias will identify historical themes along the SD&A and T&T route, including pre-railroad history, the identification and evaluation of the railroad infrastructure and rolling stock, the history of railroad workers, the impact of the railroad in urban development, the history of the construction of the line, the development of traditional industries along the corridor, railroad culture, and an inventory or archeological sites, ranches, natural resources and scenic features, to name some.

This project is being coordinated by representatives from the San Diego Railroad Museum (SDRM), Save Our Heritage Organization (SOHO), and El Colegio de la Frontera Norte (COLEF). The group aims to integrate the heritage of old railroads with modern border development, promote cultural tourism, and support freight and passenger service as it flourishes under the new management of Carrizo Gorge Railway and the Ferrocarriles Peninsulares del Noroeste, S.A. de C.V. As the concept matures, the group hopes that more organizations, individuals, and institutions will join the project.

The group is currently doing an inventory of the natural and cultural resources along the old rail line. SDRM is organizing three rail reconnaissance surveys for the fall. The first visit is scheduled for the beginning of October. If you'd like to learn more about the project, a meeting will be held September 15th at 10:00 am at the SDRM Business Office at 1050 Kettner Boulevard in San Diego.

*A Bird's-eye view of the proposed "Iron Road"
from artist's drawing around 1920.*

Fire Speeders Safeguard The Backcountry

By Jim Polloreno and Darren Apedaile

When you ride a train to Miller Creek, you may have noticed they are always trailed by a speeder car. That's because SDRM is required by the California Department of Forestry to have a speeder follow every train in case a spark from an exhaust stack or a bad brake shoe were to spark and start a fire. In the hot, dry summer months the Campo back country is particularly vulnerable to brushfires.

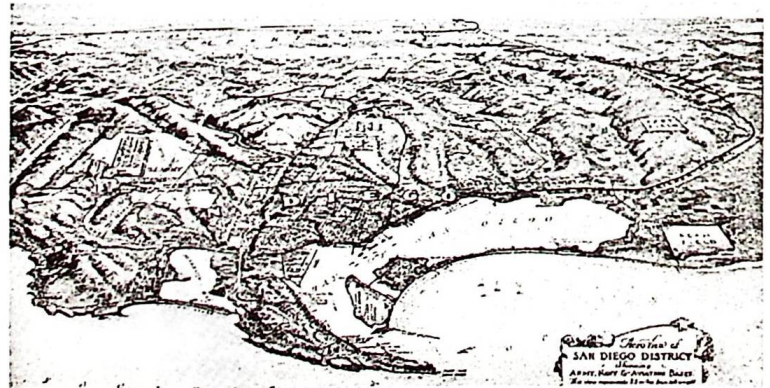
Speeders follow the train at a distance of a half to one mile (about two minutes behind the train). They tow a trailer with a tank of water, a small gas engine, pump and a reel of fire hose. In the event of a fire, SDRM's volunteer speeder operators, who are also trained in basic firefighting, can douse the flames before they get out of hand. They are required to notify C.D.F. that a fire was started and is now extinguished.

Speeders require minimum maintenance and are a lot of fun to operate. There are a wide variety of these carts that were used by railroads for many purposes. One was for maintenance of way. The railroad would tow M.O.W. trailers with tools, equipment and personnel to any part of the line that needed repairs, sometimes even to stranded locomotives.

About twenty years ago, Fairmount adapted an automobile station wagon by adding a set of small track wheels on the front and back so the wagon could operate on the rails. These wheels sets would be raised and lowered by hydraulic pump. When not in use, the station wagon could ride on the road like a regular automobile. Later on, they adapted this idea to trucks. By doing this, the use of speeders slowly diminished.

Many of these speeders have been collected by rail enthusiasts and today speeder clubs proliferate across the United States and in other countries with abandoned and/or tourist rail lines. SD&AE's own Goat Canyon Trestle in the Carrizo Gorge is a popular destination for motor car clubs. San Diego area rail enthusiasts can ride a truly vintage restored speeder car, the 1920's era Model A Santa Maria Rail Bus on CGRy/SDRM excursions on the Coronado Branch which operates the first Sunday of every month.

Congratulations to the most recent class of speeder operators newly certified to run for SDRM. They are **Ed Kravitz, Bob Recks, Richard Hamilton, and Larry Hieshetter**. **Herman Carey** should also be certified by the end of August. The new crew is a welcome addition to our volunteer base. If you are interested in becoming a speeder operator, contact **Jim Polloreno**, Superintendent of Operations at Campo at (619) 478-2140.



Heros Make It Happen

By Ted Kornweibel, Superintendent of Restoration

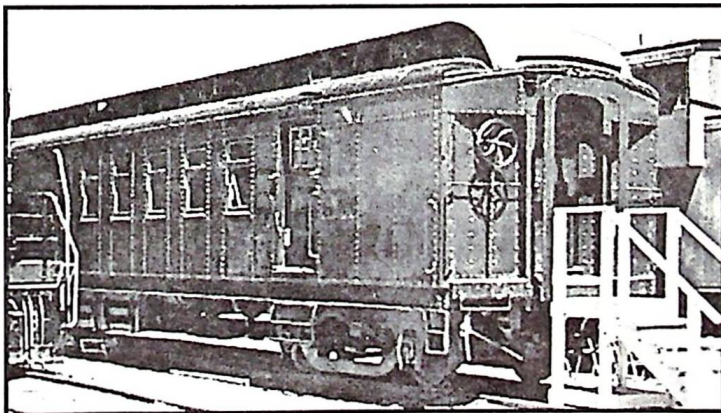
The Restoration part of the Museum is making spectacular progress and it's due to the splendid teamwork of many individuals in and out of my Department. I'd like to take this opportunity to thank a number of individuals, and to demonstrate to the membership how the Museum is really functioning.

It had become time to move the RPO car under cover so that the exterior could be cleaned and stay clean in preparation for lettering ("Santa Fe/United States Mail/Railway Post Office"). We needed to get it out of the sun because it could not be lettered when the surface temperature was way over 100 degrees. So the logical choice was to place it on track six inside the Visitor Center/Display Building.

When I asked **Jim Polloreno**, Director of the Campo Complex, if he could arrange the move, his response was "My job is to make things happen." He was a man of his word, and the car was moved into the building during that week. Thanks to Jim and engineer **Dick Pennick** for the speedy response.

We needed to get electrical power to the worksite. The weekend before the move **Dick Cupp** advised us on the proper circuit and gauge of extension cords to pull from the car barn. **Joe Shelly**, one of the hardest working persons at the Museum, and who has been doing Restoration to take a break from track work, helped me string the power cord. We worked with **Rich Warner** who dug a trench with his loader so we could bury the cord between SD&A No. 104 and the Visitor Center/Display Building.

That next Saturday we arrived to find the RPO car inside and hooked up to power. **Joe Shelly**, **Frank Stites**, and I set to work cleaning oxidation from the car's exterior with automobile polish compound. Even without a bit of wax, the shine on the sides is terrific and vindicates our decision to go for the best, DuPont Imron paint, the industry standard. The car is now ready for exterior lettering. Incidentally, we obtained full-size exact-duplicate lettering patterns from the California State Railroad Museum, so there will be no guess work in the lettering. Joe also finished painting the last truck so the entire exterior of the RPO car is now painted! In fact, Joe prepped all four trucks — needle gun, wire brush, etc — and painted



From 1864 to 1977, trains carried up to 90% of US intercity mail, and RPO cars like our AT&SF 74 handled in-route sorting, pickup and delivery.

Photo by Randy Houk

them with Hammerite. He wanted to get them all done before he is deployed next month for duty on a fleet oiler based in Japan. He'll be gone for a year, and we sure will miss him!

But the RPO story has another chapter. The car was coupled to the Guard Car on track six in the Visitor Center/Display Building making for a very tight squeeze. **Allan Dillane** offered to extend the track another six feet to give us more clearance. Allan is another "can do" guy. He honcho-ed the job and recruited two of our finest young volunteers, **Randy Kostelak** and Joe's son, **Troy Shelly**. The three of them dug dirt, laid new ties, and spiked rail most of the day Saturday. By mid-afternoon, all we needed was to shove the RPO/Guard Car consist back six feet. **Dick Pennick** kindly stopped what he was doing on the No. 2353 to run a locomotive, **Jim Polloreno** served as brakeman, and by 4 pm the job was done.

We also needed to get steps up to the RPO car for visitor access. **Steve Kostelak**, another "do-anything" guy left track work to operate the fork lift for us. Along with muscle power supplied by Joe, Frank, Randy, Troy, Allan, and me, the steps were put into place so visitors can once again tour the inside of the car.

So...in two weekends, a car got moved, the car was prepped for lettering, track was laid, the car was repositioned, and steps were added. Three departments cooperated magnificently: Operations: **Jim Polloreno** and **Dick Pennick**. Track Department: **Rich Warner**, **Allan Dillane**, **Troy Shelly**, and **Randy Kostelak**. Restoration Department: **Joe Shelly**, **Frank Stites**, **Dick Cupp**, and **Ted Kornweibel**.

But wait, there's more good news! **Dick Pennick's** Spring Festival really paid off for Restoration. We gained two new volunteers who have helped strip old shellac off the RPO's overhead sorting bins. But best of all, we made contact with two superb craftsmen. **Marvin Wait** toured the RPO car and decided not only to join SDRM, but to offer the services of his woodworking business (custom doors and moldings) in San Marcos. He has now built the twelve sets of safety boards for the RPO's main windows and donated all the materials including 80 three-foot lengths of 5/8" dowels. We would have had to pay a bundle for the cost of materials alone, and divert our energies had he not stepped forward.

Our greatest debt however, goes to **Harold Whelen**, who also visited the RPO car during the Spring Festival, and let it be known that he could forge metal parts. It just so happens that we were scratching our heads, wondering how we were going to get/afford the 400 or so mail bag hooks needed for the RPO sorting racks. I took Harold a sample, and he forged a beautiful duplicate out of aluminum. He has now manufactured over a hundred hooks, and is willing to do the entire lot. But that's not all. We had despaired of disassembling the racks so the hooks could be slid onto the bars; in fact, we were ready to cut the bars to install the hooks and then weld them up again. But Harold said, "there's got to be a way." In fact, the bars were flanged and riveted into the ends by boilermakers, but Harold artfully wielded grinder, drill, punch, torch, and jack to expertly disassemble a rack, install hooks, and re-assemble the entire thing, even painting it. And he's going to do all eight racks. Harold is truly another "metal magician."

One final story: The RPO car was missing the steam-heated, wall-mounted cooking devise with which clerks heated coffee and cans of pork and beans, etc. We knew we couldn't get one, and were prepared to simply demonstrate it with a picture. But Harold took a trip to Orange Empire Railroad Museum, made detailed drawings from the device in its Santa Fe PRO car, and is going to cast an exact

See Heros continued on page 6

Heros continued from page 5

duplicate for us! (Incidentally, we could use some more scrap aluminum. Does anyone have any old auto pistons they could contribute to the cause?)

Don't tell me the Museum can't operate harmoniously, efficiently, and professionally. And we're having fun doing it! Would you like to share the fun? Give me a call... **Ted Kornweibel** (619) 461-0098.



Jim Polloreno, Director of the Campo Complex, is one of many volunteers who embody the spirit of teamwork when tackling SDRM projects, big and small.

Looking for those perfect holiday gifts?

Then stop by the SDRM gift shop at the Santa Fe depot business office.

A whole new selection of unique train gifts for kids, young and old.

**Whistles
SD&AE t-shirts
(adult and child sizes)
Hats
Books
Post cards
Note cards
Toys**

We can ship direct to you!

**Call 619-595-3031
or visit us at
1050 Kettner Blvd., Ste. 5
San Diego, CA**

No. 2353 Progress Report

by **Dwight Koller & Dick Pennick**

Many of you have inquired about the status of our "Grand Dame of Steam", former SP 4-6-0 No. 2353. Here's the latest:

In accordance with the revised rules by the Federal Railroad Administration (FRA) as they pertain to the maintenance and operation of steam locomotives on common-carrier and tourist railroads in the U.S., No. 2353 has been involved for the past year in work designed to bring the 89-year-old engine into compliance.

Under the able direction of volunteer Steam Foreman **Dwight Koller**, and enabled by a very successful fund-raising effort over the past year coordinated by Steam Team publicist **Dick Pennick**, a team of Steam Team volunteers and professional tradesmen have brought the old engine to the doorstep of completion.

The last steam operation at Campo was on the afternoon of Monday, September 11, 2000, when a second unit film crew hired the locomotive and a train of ex-Lackawanna coaches to film a 4-second action sequence for the film "Pearl Harbor." Steam Team member Anthony "Tony" Neece was the "hoghead" (engineer) that day, and **Ken Kahan** and **Dick Pennick** shared the firing duties. I think **Jim Baker** was our Conductor and **Jim Polloreno** handled the Brakeman duties. **Mike Edwards** coordinated the movements with the film crew by radio.

The boiler was filled with cold water on Sunday August 12th to prepare it for the required hydrostatic pressure test, and Dwight found several minor leaks even before it was pressurized. The pressure test is almost certain to reveal some problems that will need additional attention. But hopefully by the time you read this, the hydro test will be complete, the boiler re-blanketed and new insulation and the metal jacket, piping and controls re-installed.

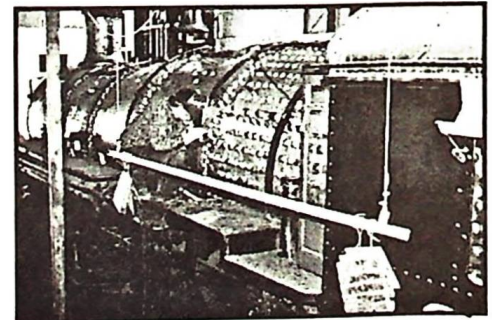
By the time any new problems are addressed and several shakedown trips are run out on the mainline, it will likely be late September or early October before any hint of public operation can be considered. Because of all the variables involved, there will obviously be little opportunity to extensively advertise the steam operation this fall. However, we will make every attempt to get coverage in the local news media with the time that we do have. Once

we have determined that the engine is functioning well, we will plan to really pull out all the marketing stops for next Spring's team season, which may include a first rollout of our restored 1927 ex-Santa Fe Ry. Railway Post Office car No. 74.

New flyers for the steam program are available from the Steam Team (contact **Dick Pennick** at 619-463-2276) including a nice photo of the engine in service with a brief historical sketch, and a sheet describing the work of the Steam Team with an invitation to join in.

The Steam Team members who have volunteered many hours of their time over the past months to help insure that the museum will again be able to provide a steam experience include **Dwight Koller** (who somehow manages to juggle a new marriage, his Navy duties and steam work), **Paul Lannen**, **Jim Baker**, **Tony Neece**, **Ken Kahan**, **Jim Lundquist**, **Bob Nickles**, **Dick McIntyre** and **Dick Pennick**.

Another recent development on the steam front: **Jim Lundquist** was able to find an asbestos abatement contractor in town, CCM, who agreed to perform pro bono abatement services on all of our remaining steam locomotive fleet, which is well underway at the time of this writing. This has been one of those ornery little tasks that's hung over our head for years. Finally we can now move on to the next level, which may include a thorough mechanical evaluation of another historic steam relic, former SD&A Ry. 2-8-0 No. 104. Some of you will remember that No. 104 sat for years rusting away in front of the Bing Crosby Hall at the Del Mar Fairground until it was donated, along with Spreckels' Business car 050, to the Museum in the early 1980s.



*Fraser's Boiler Service welder Juan Lopez welds a new staybolt sleeve on steam locomotive No. 2353's boiler at Campo.
Photo by Dick Pennick*

Mechanical Report

By **Darren Apedaile**,
Superintendent of Mechanical Operations

It's been a busy year for the Mechanical Department with both physical and clerical issues to deal with. We've been working on two ALCO's that have been out of commission for a few years. Engine No. 2104 was our first project. **Bob Hill, Charles** (last name unknown) and myself got together and removed the individual head for the cylinder and discovered a crack in the water jacket. Fortunately we had a few spare heads set aside. Once we replace No. 2104's head, we'll start trouble shooting some electrical problems that have plagued this unit for a long time. With any luck, we'll have No. 2104 back in service soon. No. 2098 will have all its cylinders and heads replaced as well and should be back in service next spring.

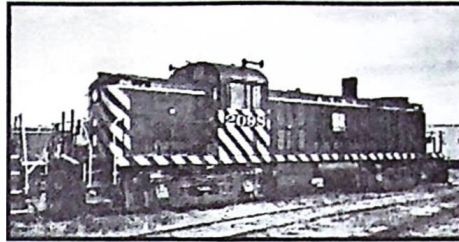
These projects would be very difficult were it not for the rail crane. Thanks to **Dick McIntyre, Dick Cupp** and **Bob Haney** for getting this machine to Campo and making it operational for everyone to use. Another big thanks to **Gary Sweetwood** for getting our forklift running.

Last year one of our speeder operators was injured in a collision with the rear-end of a Miller Creek train. The speeder was also heavily damaged. I'm happy to report the operator is recovering nicely, and so is the speeder. See **Randy Kostelak's** article in this issue about rebuilding the fire speeder.

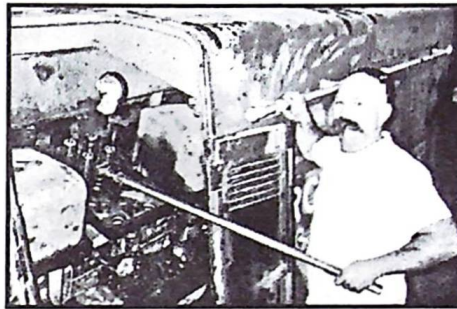
Now for the paperwork. I am in the process of rewriting mechanical standards for the Museum that have been outdated or non-existent. During the month of August we will be busy working on an asbestos removal project from some of our older cars. The project is under the guidance of **Jim Lundquist, Dwight Koller, Jim Polloreno** and myself. Once the engines and rolling stock are done, I'll set forth a proposal to start a yard-wide maintenance and disposal project.

All of the volunteer departments are asking for assistance from members in one form or another, either hands-on with equipment and grounds, donations of financial support, or arranging for

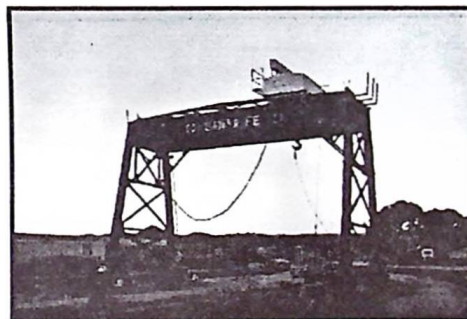
See Mechanical continued on page 8



This ALCO RS-2 diesel-electric road switcher, delivered new to the Kennecott Copper Corporation in 1949, has been a member of the Campo motive collection since 1987.



Superintendent of Mechanical Operations, Darren Apedaile.



Santa Fe bridge crane now has tracks and is fully operational thanks to MOW crews and the "Metal magicians."



Everybody's heroes, the "metal magicians," Bob Haney, Dick Cupp and Dick McIntyre. Photo by Randy Houk

News from the Track Gang

By **Steve Kostelak**

The Maintenance of Way folks were busy despite the heat of the Campo summer. Our first and most important accomplishment was the completion of four tracks into the Visitor's Center (Display Building). The only work remaining is to ballast the track. We're running a little low on ballast right now... (a hint to anyone with a few hundred cubic yards of gravel laying around gathering dust.) Almost everyone who volunteers at Campo helped on this project at one time or another. Those we remember by name are **Frank Stites, Bob Hill, Charles Neil, Joe Shelly, Troy Shelly** and **Myron Flores**. If we missed your name, our apologies.

The track gang also built a permanent loading ramp for the flatcars and spent some time laying a short section of track to get the 25-ton Santa Fe Bridge Crane out of the weeds. Originally our goal was just to get all the pieces for the crane into one pile and out of our way. But we foolishly promised **Dick McIntyre** that if he and his gang got it working again, we would add enough track to make it useful. Darned if he, **Dick Cupp** and **Bob Haney** didn't get it working much sooner than we thought they would. We had to anty up our end of the bargain and install 120 feet of track. The crane is now back in service after almost twenty years and the Mechanical Department seems quite happy with it. One of its first uses was to remove the saddle tanks from our two tank engines for the asbestos removal project, and it only took half a day to do it!

There seems to be no rest for the wicked. No sooner was the lower yard done than it was determined track nine needed to be extended for additional storage space. Almost as soon as that project was finished (with the help of CGRy) it was decided to add a track up along the fence to store some of the more unsightly equipment. At this point the gang ran into serious problems. The big yellow forklift finally died and **Rich Warner's** tractor needed new tires and

See Gang continued on page 8

Mechanical continued from page 7

donations of products and services to support our hard-working staff. Please help us keep the Museum working and improving. And finally, thanks to all the other departments for their support and help throughout the year.

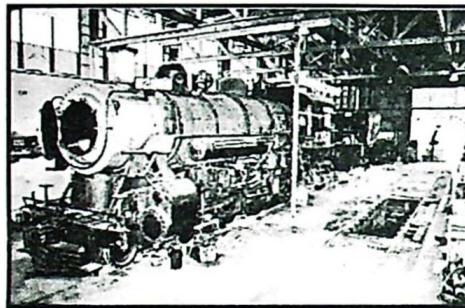
Gang continued from page 7

rear end work. Several weekends were lost while repairs were made and the track gang recuperated. When work resumed we started on the switch for track 15 (the one along the back fence) and because of its condition, replaced track 14, too. No sooner was the track ripped up when one of our eager beaver members (**Jim Lundquist**) found a company to remove all the asbestos from our equipment. So the track gang went into high gear again to get the track relaid. We are happy to say we finished the job just in time. Future projects will include finishing track 15 and putting in a speeder storage/maintenance area planned for the open space between tracks 8 and 9.

The track gang would like to take this opportunity to express a special thanks to **Dick Cupp** who went out and found a spike driver and talked a supplier into letting us have it for half price. Dick then led the effort to raise donations to purchase it. WELL DONE, DICK!!! Lots of screaming cheers from the track gang. It seemed as if **Dick McIntyre** put in two hours for the track gang for every half hour of everyone else. This included making us some outstanding road crossings from old 60 lb. rail, numerous track trimmings and hole cuttings. We missed him and his crew while they reassembled the crane.

In the 100 degree heat the contribution of **Paul Broer, J.R. Broer** and **Craig Spinola** of an air conditioner and installing it was a godsend. **Rich Warner, Ken Hansen, Dick Hobson, and Allan Dillane** were conspicuous by their consistent dependability in showing up every weekend and often coming during the week to put in some extra time. **Randy Kostelak, Troy Shelly, and Joe Shelly** dropped everything and with their

help, the track gang installed a couple of temporary ten foot track extensions in the Visitor's Center on tracks 5 and 6 to allow us to get two cars on each track. The RPO is finally in out of the weather, and the Guard car is in there also, but it was a tight fit. The track gang also had a display at the summer festival and the number of people who stopped to watch our demonstration and ask questions surprised us. We hope to do it again next year.



SP 4-6-0 No. 2353 in the Campo car barn under going five year inspection and maintenance.

Photo by Dick Pennick

(See article page 6)

Track inspectors Dick Hobson and Allan Dillane sit in one of the SDRM's many speeders which are used for inspections, MOW, and fire speeder patrol.

Photo by Bob Nickles



Photo by Bob Nickles 4-17-99

Re-building The Fire Speeder

By Randy Lee Kostelak (age 17)

Troy Shelley and Randy Kostelak were the lead workers in restoring the wooden speeder damaged in an accident last year. Though the body of the speeder was thrashed, the engine and all the main parts were in good condition and easily salvageable. The wood frame and cover that made it look more like an "outhouse" were removed, along with the engine box cover, wood flooring, and engine mounts. We literally stripped it down to its engine and main frame.

Now comes the reconstruction. The radiator is remounted and we are starting on the engine box cover. We made the support bars for the box cover and will begin making flooring, the only part of the speeder that will remain in wood. We're adding side steps to allow the speeder to hold more people, and bigger side doors on the engine box to make it more easily accessible.

We had great help with welding, metal work, electronics, etc. We'd like to thank **Dick McIntyre, Dick Cupp, Bob Haney, Ken Hanson, and Allan Dillane** for help with their help. Without them, we would probably be stuck. There is still a lot more work needed. We don't have an estimate of when we'll be done, But we can guarantee that the speeder will look better than it ever did before.

SDRM Excursions

October 2001

- 6th: Miller Creek 11 & 2:30 pm
Miller Creek Dinner Train 6:30 pm
- 7th: Miller Creek 11 & 2:30 pm
Coronado Branch 12-4 pm every hour*
- 13th: Miller Creek 11 & 2:30 pm
Tecate Train 10:00 am
- 14th: Miller Creek 11 (Brunch) & 2:30 pm
- 20th: Miller Creek 11 & 2:30 pm
Tecate Train 10:00 am
Wine Tour 8 am, departs Santa Fe Depot
- 21th: Miller Creek 11 & 2:30 pm
- 27th: Miller Creek 11 & 2:30 pm
Tecate Train 10:00 am
- 28th: Miller Creek 11 & 2:30 pm

November 2001

- 3rd: Miller Creek 11 & 2:30 pm
Miller Creek Dinner Train 6:30 pm
- 4th: Miller Creek 11 & 2:30 pm
Coronado Branch 12-4 pm every hour*
- 10th: Miller Creek 11 & 2:30 pm
Wine Tour 8 am departs Santa Fe Depot
Tecate Train 10:00 pm
- 11th: Miller Creek 11 (Brunch) & 2:30 pm
- 17th: Miller Creek 11 & 2:30 pm
Tecate Train 10:00 am
- 18th: Miller Creek 11 & 2:30 pm
- 24th: Miller Creek 11 & 2:30 pm
Tecate Train 10:00 pm
- 25th: Miller Creek 11 & 2:30 pm

December 2001

- ** Santa Rides the Miller Creek Train!
- 1st: Miller Creek 11 & 2:30 pm
Miller Creek Dinner Train 6:30 pm
- 2nd: Miller Creek 11 & 2:30 pm
Coronado Branch 12-4 pm every hour*
- 8th: Miller Creek 11 & 2:30 pm**
Tecate Train 10:00 am
- 9th: Miller Creek 11 (Brunch) & 2:30 pm**
- 15th: Miller Creek 11 & 2:30 pm**
Tecate Train 10:00 am
- 16th: Miller Creek 11 & 2:30 pm**
- 22nd: Miller Creek 11 & 2:30 pm
- 23rd: Miller Creek 11 & 2:30 pm
- 29th: Miller Creek 11 & 2:30 pm
Tecate Train 10:00 pm
- 30th: Miller Creek 11 & 2:30 pm

January 2002

- 5th: Miller Creek 11 & 2:30 pm
- 6th: Miller Creek Train 10:00 am
3 Kings Train to Tecate (call for details)
Coronado Branch 12-4 pm every hour*
- 12th: Miller Creek 11 & 2:30 pm
Tecate Train 10:00 am
- 13th: Miller Creek 11 & 2:30 pm
- 19th: Miller Creek 11 & 2:30 pm
- 20th: Miller Creek 11 & 2:30 pm
- 26th: Miller Creek 11 & 2:30 pm
Tecate Train 10:00 am
- 27th: Miller Creek 11 & 2:30 pm

Ticket Prices:

Miller Creek - \$12 Adult / \$3 Youth
Miller Creek Brunch - \$35 per
Miller Creek Dinner - \$75 per

Tecate Regular - \$40 Adult / \$20 Youth
Tecate 1st Class - \$100 per person
Wine Tour - \$90 per person

*Coronado Branch - \$5 Adult / \$2 Youth
Rail Bus or Speeder Outing -
Departs from National City Depot

Steam undergoing Annual Inspection & Maintenance, return to service expected in Sept. Call for latest information and reservations.

619/595-3030 or 619/938-1943 or visit us online at www.sdrm.org

10 Reasons Why the Spring Festival Was a Success

By Dick Pennick, Event Chairman

The numbers are finally in! A final financial accounting of the event indicated we covered our expenses and even realized a modest profit of \$73.90.

In terms of dollars, this appears small for almost a year's worth of effort. But put into proper context, it's clear the Museum reaped far more from this exercise than mere financial gain. Let's look at some other "positive returns."

The prestigious SUNSET Magazine, one of the West's most widely-read and respected travel, garden, home-improvement and cooking magazines, gave the Museum a very complimentary full-page story about our Campo Demonstration Train and a plug for the Spring Festival. Every weekend, people come to Campo and tell us they read about us in SUNSET. (Don't forget SUNSET Magazine was originally published by the Southern Pacific Railroad as a promotional tool tying into its Sunset Limited overland passenger train.)

WESTWAYS, the American Automobile Association's member magazine, plugged us three times over two issues, including a short write-up listing us as one of the "eight great railroad museums in California" (will we ever live up to this honor?). Both WESTWAYS and SUNSET articles were free!

A paid ad in TRAINS Magazine, plus numerous local newspaper stories, helped to remind our region and the entire country that the SAN DIEGO RAILROAD MUSEUM is still alive and kicking!

We introduced the Museum to a new batch of local politicians, and three in particular have already responded to our invitation to ride in the cab of our steam engine this fall.

Spring Festival provided the incentive for **Jim Polloreno** to convert our old Campo crew trailer into a Visitor Display Building complete with wall-to-wall carpeting and built-on video display, a truly amazing effort. Take a look the next time you're at Campo (it's right behind the Boxcar Theater, next to the public restrooms).

The Festival provided the opportunity to showcase some of our historic rolling stock, one example of which has never been on public display (our 1899 Jackson & Sharp wood open platform coach #14, now safely tucked away in the Visitor's Center building), and another that was once a regular part of our tour itinerary but for the past five years has been relegated to the deep shadows of the Car Shop (John Spreckels SD&A Business Car #050, "Carrizo Gorge", now also in the Visitor's Center Building).

The Festival provided the incentive to initiate a new fund-raising opportunity for us: a chance to actually run a big diesel-electric locomotive for a fee. We had no trouble selling the slots (other museums have had such programs for years).

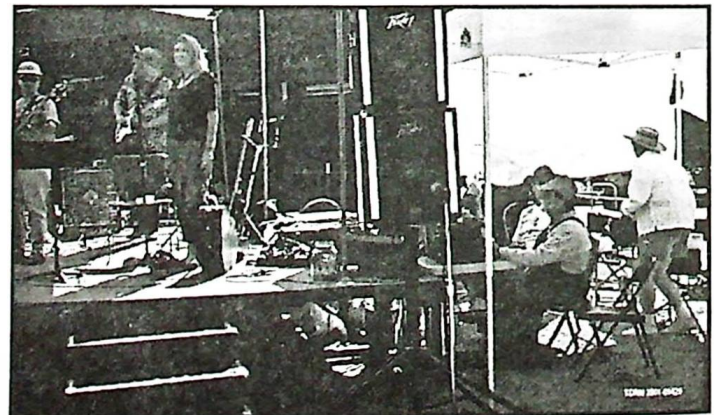
It provided the incentive to get re-acquainted with the Campo community and the other communities of the Mountain Empire. If you haven't noticed, there are really terrific folks out there in the hills!

It showed us that we, as a group, are capable of some amazing things if we can all work together toward a common, defined goal. The Festival got us to take a closer look at ourselves as a group and resolve to make changes where they are most needed.

We discovered that people would be interested in riding full-moon hayride trains, and **Jack O'Lexey** and I had hoped to offer a proposal for the Museum to do just that this summer. But the time got away, and we will look forward to next summer when we can have flatcars with railings to provide a real "under the stars" experience similar to the popular Cumbres and Toltec Scenic Railroad annual even in Colorado.

Now what about Spring Festival II? Many of this year's attendees and exhibitors have asked "When can we sign up for next year's event?" Good question, considering no one has come forward to coordinate the event for 2002, the 90th birthday of our operating steam locomotive, Southern Pacific No.2353. We are still seeking a committed, organized individual or couple to head up the planning and coordination for next year. And the time to start the planning process is NOW! If you're interested in coordinating the event or serving on the Steering Committee for 2002, call me and I will be happy to help you get started (619) 463-2276. Next year should be easier, because we made all the mistakes this year!

I would like to see 2,500 to 3,000 people next year and 50 to 75 exhibitors. With the steam engine running (which we didn't have this year) and the newly restored Railway Post Office car back in service, we won't be able to keep the people away! There's lots to do, and times a'wasting!



Main stage and sound booth at the May 2001 Spring Festival and Old-Time Days at Campo.
Photo by Rich Borstadt

Start Your "TRAINING" with SDRM

By Jim Baker and Bob Schussler

Did you ever wonder what it might be like to work on a passenger excursion train? Would you enjoy learning about railroad history, especially as it relates to San Diego? How about sharing your knowledge with people who ride the Museum's trains? Your chance to do is coming soon!

SDRM regularly offers a "short-line" course for Museum members and rail fans, history buffs, and anyone who has been stirred by a sense of wonder and adventure in seeing big trains pass by. We will teach you all you need to know to qualify as a Trainman. Ladies! Don't let the old-time "trainman" title dissuade you! We not only welcome you, we encourage you to join! We also welcome and encourage couples who'd like to work together on the trains!

Our train course includes a description of the important role of the trainman as part of the SDRM volunteer staff. It also covers railroad safety, preparing the train for travel, and an historical overview of railways in San Diego County. Successful completion of the course will qualify you to perform actual Trainman duties at the SDRM's Campo location, on the Museum's Miller Creek train. Success as a trainman can offer those who desire an opportunity to enter Crew operations training as a Brakeman/Fireman in the future. Whether you have an interest in treating yourself to a unique, challenging, and fun-filled experience or simply want to learn more about San Diego's railway history, start your TRAINING with us!

The time has never been better, as we currently have a shortage of Trainmen in our volunteer staff. Our next Trainman session begins October 1, 2001 at Cuyamaca College. The class will meet on two consecutive Monday evenings and one Saturday. For more information about becoming part of this exciting and essential part of our volunteer operations staff contact **Bob Schussler** at 619-698-1458 or, **register directly with Cuyamaca College at 619-668-4040.**



Bob Schussler and Duane Dubke radiate their enthusiasm for railroading as trainmen volunteers.

Photo by Randy Houk

Ann McVeagh

1932 - 2001

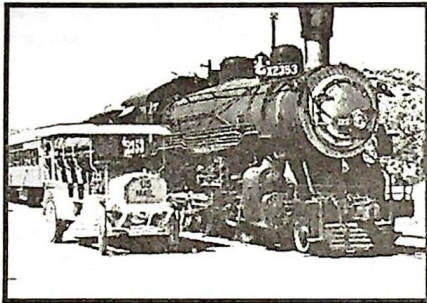


Photo by Randy Houk

It is with shock and great sadness that we report the unexpected passing of long-time SDRM member **Ann McVeagh**. Ann had been a member of our Museum since its earliest days, and at the time of her death was actively involved in almost every branch of museum activities. Always eager to help, she was a tireless volunteer at the downtown business office where she organized the big projects like excursions, fundraisers, and the annual membership awards dinner, as well as the little ones like membership mailings and answering phones. She fostered many relationships in Tecate with merchants, tourist groups, and social service agencies, and was an important volunteer on the 3 Kings Christmas Train. Her boundless energy buoyed the volunteers, staff, and the public at Campo. She always went the extra mile to reach out to promote the Museum, and she was a warm and supportive friend to many of the members with whom she served over the years. Ann had recently retired from her career in social work. She had also completed two consecutive terms as an elected Board Trustee earlier this year. She loved to travel and when she wasn't at work for the Museum, could often be found riding the great railroads of the world. Ann made a difference in so many ways. Let her legacy of service be an inspiration to the rest of us. Our condolences to Ann's husband, Carl, sons Tom and Chris, and her grandchildren. It was our good fortune to have known you, Ann. We will miss you greatly!

Photo Contest

Attention train photographers! We are looking for outstanding photos of SDRM or CGRy trains operating out of the Campo depot base anywhere along the SD&AE line. The twelve best pictures will be featured in the 2002 SDRM/CGRy Calendar of Excursion Events. Here's your chance to see your favorite engine and consist in print and get a photo credit to boot! Send your photos to: CGRy, 8929 Gardena Way, Lakeside, CA 92040, attn: **Eric Lund**, or call 619-938-1943 for more information.



Photos that capture the spirit of railroading on the old SD&AE line may earn a spot in the upcoming CGRy/SDRM 2002 Events Calendar.

Photographer Roger Challberg captured SDRM's SP No. 2353 and the Julian Stage idling at the Campo yard. Both were built in 1912 and serviced the East County region.

CALL FOR NOMINATIONS FOR ELECTION TO THE BOARD OF TRUSTEES

The Nominating Committee consisting of **Dianne Roberson**, **Myke Santos** and **Lamar Scheuerman** from the Board of Trustees and **Duane Dubke**, **Sandy Schussler** and **Sue Ann Taggart** from the general membership are now calling for nominations from those interested in standing for election to the Board of Trustees.

Duties of the Board of Trustees include the following: to conduct, manage and control the affairs and business of the organization, establish rules and regulations for the organization, establish long range policies of the organization, fiduciary responsibility for the organization and provide guidance for the Executive Director.

There are three vacant terms of three years each. They are the terms of **Chalmers Kerr**, **William Schnieder** and **Roger Challberg**. There are two terms of one year each. Due to the term limits required by the bylaws, **Chalmers Kerr** and **William Schneider** are unable to seek reelection.

Any regular member in good standing may nominate a member in good standing. The nomination petition must include the signature of the person nominated along with the signature of at least eleven other members in good standing.

Each person nominated will be required to sign a statement that he/she is aware of the responsibilities of being a Board member and will accept the responsibility and the term of office.

Each person nominated should also provide the Nominating committee with a platform statement of 250 words or less, stating his/her qualifications for the position along with such things as what he/she does for a living and how that might tie into the position of Trustee, what his/her interests are within the organization, how long he/she has been a member and any other information that might be considered important to those voting in the election.

Nomination petition, along with the candidate platform statement must be received in the Museum business office no later than noon on Monday, September 17, 2001. They should be addressed to the attention of the Nomination Committee. The Museum business office is located at 1050 Kettner Boulevard, Suite 5, San Diego, CA 92101-3339. Petitions may arrive in the office by mail or be delivered in person to the office by the aforementioned date and time.

San Diego Railroad Museum

1050 Kettner Blvd., Suite 5
San Diego, CA 92101



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