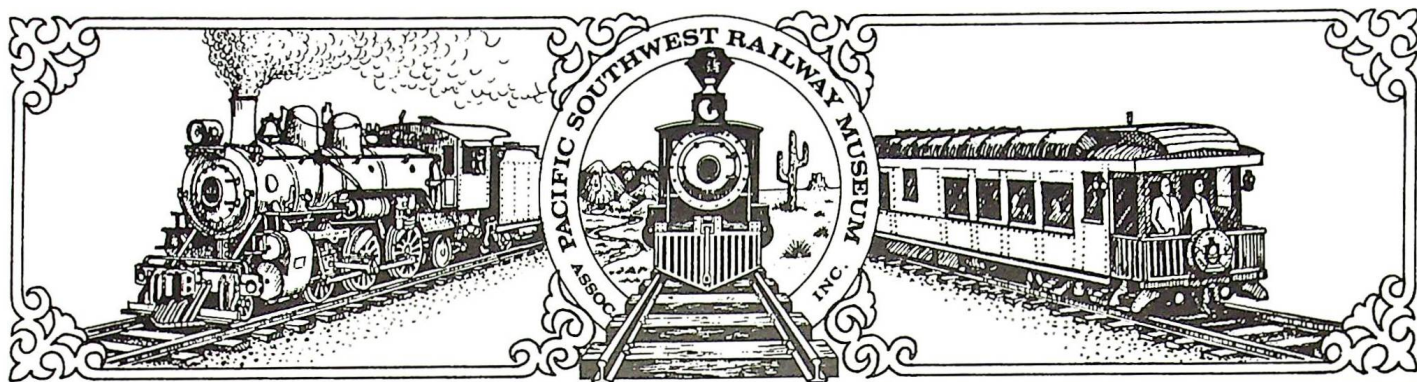




Nov.-Dec. '03

REPORT

No.

278

OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



Museum Founder, ATSF Engineer, T. E. Durkin Passes

This photo shows our founding member **Terrance Edward "Terry" Durkin** at the throttle of an Amtrak train, just a few years before his retirement, flying along the coast line at his preferred speed. Fast! Note the speedometer on the left hitting the peg at 90 MPH. The passing of one of our founding members is a sad tale to have to relate to the membership but Terry Durkin personified the very essence of the organization for many years and his story needs to be told. The enormous impact of our **Life Charter Member Number One** on railway preservation in San Diego and Southern California is a long story to tell. It's almost indistinguishable from the details of the first twenty years of the Museum's history. One of our long time members who was with Terry in those formative years, Dick Pennick, takes the lead in this issue to memorialize not only Terry but three other important long time members who have passed away in the last few months. The losses leave us wondering who is going to fill their shoes as we struggle to bring their vision of railway preservation all the way home. That question and others are explored in this issue of the Museum newsletter.

In Memoriam

By Dick Pennick (With info from Dave Ruiz)

Terrance Edward "Terry" Durkin

December 8, 1942 - September 21, 2003

Long-time Museum members were saddened to learn of the recent passing of our founder and **Museum Life Charter Member #1**, Terry Durkin, from a stroke on September 21st at Scripps Mercy Hospital in Hillcrest. He was 60. His impact on the railroad preservation efforts in San Diego and Southern California were huge.

There was more to Terry than his monster appetite for all things rail. Few knew that it was actually "Dr." T.E. Durkin. He earned a Ph.D. in Zoology at San Diego State then was accepted By the Royal College of Physicians and Surgeons of Dublin, Ireland. After one year of working on his medical degree Terry decided the nasty weather wasn't for him and he returned to his hometown. He went to work for the Santa Fe as an engine hostler as soon as he got back to San Diego. He realized that railroading was too deeply ingrained to ever let it go.

While still a teenager, Terry took an interest in a movement to establish an operating railroad museum in San Diego County. Although the pioneer **Railway Historical Society of San Diego** had managed to acquire or facilitate the acquisition of a local steam locomotive, a wooden business car, a Union Pacific coach, several electric streetcars, and a narrow-gauge caboose, all were static displays at various locations around the county.

Terry joined with other early visionaries, including Eric Sanders, Walt Hayward, Al Diamond, Douglas Duncan, Charles Gerdes, Dick Pennick, Bill Wootton, Jack Stodell and others to take the first baby steps that eventually culminated in the formation of the **Pacific Southwest Railway Museum Association, Inc.** He served at various times as President, Vice-President, Board Chairman, and other positions. He succeeded in talking the Santa Fe Railroad into providing Room 5, upstairs in Santa Fe's historic San Diego Depot, as PSRMA's first commercial home.

Terry lost no time in demonstrating the fierce tenacity that enabled the fledgling group, with barely two nickels to rub together, to acquire its first rolling stock, five steam locomotives and a tiny 9 passenger Fairmont railbus from the short-line Santa Maria Valley Railroad up in Santa Barbara County. He set up a private railway equipment and artifact appraisal business that provided "one-stop shopping for donors, who could get their tax-deductible charitable donation credit and an independent tax evaluation in a single package.

After sending out literally hundreds of letters to owners of steam locomotives around the country and in Mexico, including main lines, short lines,

private industrial lines, displayed park engines, etc., predictably most responses were negative or were unacceptable for various reasons. But this "saturation bombing" technique eventually paid off. The offer by E. J. Lavino Co. in Sheridan, Pennsylvania to donate #10, one of its two remaining standard gauge coal-burning 0-6-0ST plant switchers, was accepted, and on May 11., 1966, the fledgling PSRMA was given its first locomotive!

It left Sheridan on September 10th, arrived in San Bernardino, California by flatcar, where it was unloaded and delivered on its own wheels to Perris and "temporary" storage at what was then called the Orange Empire Trolley Museum (now Orange Empire Railway Museum). Since PSRMA did not yet have any track or real estate in San Diego to call its own, Terry arranged with the Perris museum for interim storage of our first major equipment acquisitions until such time that we had suitable storage space of our own.

PSRMA volunteer crews reassembled the old saddle-tanker and Terry made arrangement with OET to steam the engine up and operate it for the public. Coal and a No. 2 scoop shovel were obtained, a boiler hydrostatic test was successfully completed, and one of Terry's engineer friends on the Santa Fe was requisitioned to operate the little engine on four separate occasions beginning on February 25, 1967. this was PSRMA's very first train operation. Terry was one of several "hand-bomber" firemen who had the opportunity to keep this little tea kettle hot while it hauled an OET-owned gondola and caboose back and forth each day.

The steam-ups ended when a small hole was discovered in the engine's dry-pipe, causing the throttle to leak. On the final trip, the engine had waited patiently while passengers boarded. Unknown to the engineer, steam had been leaking into the cylinders while he waited, so that when he finally released the brakes, the locomotive leaped ahead like a scared rabbit, throwing the hogger backwards into the open cab door window. Amid shattering glass, the hapless Santa Fe engineer landed upside down in the gangway while the little 0-6-0 charged down the track out of control! Only the quick thinking of fireman Durkin prevented almost certain disaster as he crossed the cab and threw the brakes into emergency. The locomotive never ran again.

Just two days after the Lavino locomotive was donated, Terry again hit pay dirt when our ex-Mojave Northern R.R. 0-6-0ST steam engine #3 was donated by Southwestern Portland Cement Co. of Victorville, California on Friday the 13th of May, 1966. Terry's negotiations with the cement company had become heated, with the phone lines and U.S. Mail running so hot the negotiations threatened to break down completely. But Terry's "take-no-prisoners" attitude persevered and the old saddle-tank engine left Victorville on Saturday, July 30th with sister #2, cut into a long string of reefers. Fellow Charter Life Member Walt Hayward rode the

#3 as a messenger, with Dick Pennick and others chasing the movement over Cajon Pass.

The steamers arrived at Perris later that day. No. 3 was one of the final two steam engines to operate on the company's 15-mile plant railroad before being replaced by diesels (one of which PSRMA also owns!) so it was anticipated that it, too, would be an operating exhibit. On Saturday, August 5th, Terry and six other Museum volunteers helped OET volunteers snap-track the engines to the OET compound. Alas, firebox problems eventually condemned the #3 and it has never operated for the Museum. It spent many years in storage at the Perris museum until being moved to San Diego in 1981 with Lavino #10. Today, it is part of our prominent static train display at the La Mesa Depot Museum, seen by probably more people than any other single item in our collection.

Up to this point, PSRMA still had no track of its own in San Diego, but this was about to change.. On May 13, 1967, exactly one year after the donation of MN#3, the lumber giant Georgia-Pacific Co. donated one of its two remaining Shay logging locomotives at its Feather River Ry.. operation near Oroville, California. Lima-built #3 was the very last steam locomotive to operate in regular service on a California common-carrier railroad, and now we owned it!

The original plan was for this prize to also be delivered to Perris for interim storage, but it was found to be too long for the snap-track panels and a last-minute decision was made to divert the unique engine to San Diego. Terry scrambled to find an unused spur track in the local area, and with the help of local Santa Fe freight agent Bill Archambault, approval was given to store the engine temporarily on an unused 100 foot long spur that had served the historic Standard Iron Works Foundry near Santa Fe's 22nd Street Yard. Standard Iron had quit business after more than 70 years of continuous service to the cast-iron industry.

The Shay arrived on June 10th on its own wheels and was shoved onto the spur by the local switch crew. Terry brought a small crew of volunteers together, including this writer, to reassemble the 1923 engine and prepare it for operation. Working only on weekends, all was finally ready by Thanksgiving and the engine was steamed up and operated back and forth on that very abbreviated track. Other than several individual members' homes, this was the very first San Diego home for PSRMA and the very first operation by Museum volunteers in the local area!

Terry's final locomotive acquisition for the Museum was a tiny 0-4-0 saddle tank switcher that had sat for years in a National City scrap yard. The rusty engine had been built as a coal-burner in the Silvis, Illinois shops of the Rock Island Railroad in 1882 as its #82. Sometime after retirement, it was purchased by Shanahan Bros. railroad contractor, who used it

in the early 1930's to tear up Pacific Electric's Long Beach-Seal Beach interurban line in Los Angeles. It later was owned by a scrap dealer on Alarmed St. who eventually relocated, with the little 0-4-0T, to National City. The Museum temporarily leased the engine to a railroad-theme restaurant in the old National City train depot, also built in 1882, and it was displayed there with our 1927 ex-Santa Fe baggage/buffet/library car #1303.

Short Line Enterprises later approached us with an offer to trade the engine for an ancient, intact, wood-bodied combination car being released by 20th Century Fox studios. The car was built by the Pennsylvania R.R. in 1886 and eventually ended up on a 6-mile long Texas shortline before being sold to the studio. PSRMA accepted this offer, with an additional 1888 wood coach thrown in, and the two cars now rest inside our Campo display building. The "combine" is the oldest intact rolling stock in the Museum's collection and is only nine years newer than our 1875 wood coach body: SD&A #239, displayed north of the Campo Depot. The 0-4-0T presently sits on a portion of the abandoned Angels Branch of the Sierra Railway at Jamestown, California, awaiting restoration.

Terry became a freight conductor, hostler and locomotive engineer for the Santa Fe Railroad. He eventually acquired several track motor cars, velocipedes and other track maintenance equipment. He enjoyed operating the motor cars on any railroad that would allow it, including the Ferrocarril Sonora-Baja California, but sometimes it was better not to ask too many questions.

One such notable incident was an unauthorized mid-day ride over the SD&AE's Coronado Branch up the Silver Strand, past the famous Hotel Del Coronado and through the Coronado residential area to the locked gate of the Naval Air Station-North Island. Terry and fellow passengers Ed Couch, Dick Pennick and others spent the rest of the day in the Coronado pokey for that stunt!

But it was probably the very last "passenger train" to operate over the historic branch once called the "Coronado Belt Line", opened in June 1888, before service was discontinued and the Coronado portion of the track taken up about 1963.. And I still have fond memories of a moonless midnight ride with Terry one summer night on the outrigger of his Velocipede on the SD&AE track through Carrizo Gorge!

In later years, as an investment opportunity, Terry bought and sold Rolls Royce automobiles, eventually accumulating seven of the high-end prestige cars. He owned an antique shop on San Diego's Adams Ave. "Antique Row" and bought and sold hundreds of railroad artifacts over the years, including the last steam locomotive from California's Ventura County Railroad. This engine is now owned by the Orange Empire Railroad

Museum in Riverside County and is being prepared for operation.

One day, he noted a large bronze locomotive bell in another local antique store. Noting the bell was stamped S.P. 2720 (later to become SD&A #104) on the inside, Terry began to inquire about its parentage. On threat of turning the shop owner over to the authorities for possession of a stolen artifact, he got a "really good deal" on the bell and promptly donated it to the Museum for eventual reinstallation on the #104.

Over the years, our Museum benefited many times from Terry's largesse. In addition to the above items, our ex-Southern Pacific steam locomotive #2353, ex-Union Pacific diesel demonstrator #1366, our big ex-U.S. Gypsum Co. wheel lathe at Campo, and the many original items decorating our La Mesa Depot Museum are just a few. When the chips were down, Terry could be counted on to open his checkbook and make it happen.

Terry leaves behind his long-time companion, David Ruiz; a brother, Timothy, and an uncle. No services were planned, at Terry's request. He was cremated and his ashes scattered at sea.

Editors note: Terry Durkin participated in every fund raiser the museum cooked up and was especially supportive of the editor of this sheet when a "crunch" project came up. I could always count on Terry for at least \$1000 every time we had to have some fast cash. He was never more than a phone call away and fully supported every railroad museum thing I got involved with to the last day of his life.

Even before he was promoted to engineer Terry considered Wally Smith as the best engineer on the Santa Fe. Before Wally passed away he told Terry's friend Dave Ruiz that he thought Terry was the best engineer he had ever worked with but made him promise not to ever tell Terry. The secret was kept until well after Wally passed away. When Terry learned of this he was really happy yet so sad. Even Terry had his heroes.

I was invited for cab rides with Terry on the Santa Fe local freight many times in the old days. I also got to ride a few times in Terry's vintage Rolls Royce "Silver Cloud" classic automobile. We hosted his Rolls Royce club with train rides several times at Campo in the early days of our operation.

Terry was a great business man and operated his own antique store after retiring from the railroad trade a few years ago. He was a recognized expert on railroad antiques. His own priceless Santa Fe standard clock is now the center piece in an exhibit of "Railroad Standard Time" at the California State Railroad Museum in Sacramento.

We will all miss him terribly. May he always have high green ahead on that great railway in the sky.

Douglas Roy "Doug" Mick

February 21, 1940 - September 24, 2003

Doug Mick of Santee, California, a former Museum member, brakeman and conductor on the Miller Creek demonstration train at our Campo Railroad Museum, passed away peacefully from complications of surgery. He was 63.

Doug was born in Ohio and was working for Solar Turbines in San Diego as an electronics engineer at the time of his death. During the 1980's, he was a member of the Museum's steam team, involved with the initial tear-down of our ex-Southern Pacific 4-6-0 steam locomotive #2353. He also provided instruction on steam mechanics to many early team members.

One of Doug's favorite railroads was the Union Pacific and Southern Pacific Railroad. The narrow-gauge railroads of Colorado were also some of his many interests. He was an HO model railroader and a power model airplane builder/flyer. He belonged to the First Weed Wacker Aero Squadron Model Airplane Club in El Cajon.

He leaves behind his wife Gladys, a daughter, a brother and two grandchildren. Private family services were planned. The Museum extends its heartfelt condolences to his widow and family.

In memory of Doug and his love of trains, his family recently donated his large collection of railroad books, magazines and artifacts to the Museum. The family suggests that in lieu of flowers, cards or other expressions, members may make memorial donations in his name to the Museum's "Steam Fund" c/o PSRMA, Inc. 4695 Nebo Drive, La Mesa, CA 91941-5259.

Report

The "Report" is the official publication of the **Pacific Southwest Railway Museum Association Inc.** and is the historic record of the progress of the organization and the rail heritage of the southwest. Published quarterly it has been funded this year by the editors **Larry & Tanya Rose** with donations by Life Member No. One, **Herb Kehr** and Board Member and former Museum Master Mechanic, Steam, **Ken Helm**. Unsigned articles are by the editorial staff. Signed articles are the opinion of the writer only. Send articles, comments, brickbats or fan mail to:

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La Mesa Depot Report

by Dick Pennick, Depot Coordinator

Our La Mesa Depot Museum in the center of La Mesa Village, continues to benefit from the generous contributions of our volunteer docents. In addition to the normal Saturday afternoon openings, we were open during all three days of La Mesa's annual Oktoberfest and on Columbus Day in the month of October.

As advertising for the Depot Museum and PSRMA gradually ratchets up throughout the region, we have noted a tangible increase in visitorship, with a collateral increase in public awareness of PSRMA and its Campo Railroad Museum. The 1894 building- City of La Mesa Historical Site #6- is also currently PSRMA's official "business office" and postal address.

On September 23rd, docents **Sid Saltzstein** and **Dick Pennick** hosted La Mesa Historical Society's first annual "Treking La Mesa" fundraiser, which included the depot in its walking tour of historic sites in the area. Sid recently constructed two small sign boards to match the existing "La Mesa Depot Museum" sign at the north end of the depot. The signs read "Open Saturday 1-4 p.m." and are mounted atop the existing sign one facing north and the other facing the Spring Street exposure, where most of the public visibility is. Dr. Saltzstein is a former PSRMA Director and recently retired from UCSD Medical Center's Department of Pathology, where he is currently a consultant.

New signs are also displayed in the Depot windows advertising the Depot's hours and the La Mesa Historical Society's nearby McKinney House Museum. Similar signs will be displayed at the McKinney House advertising the Depot Museum.

Also on the horizon is a general refurbishment of the ex-Mojave Northern (Southwestern Portland Cement Co., Vicgtorville, CA) 0-6-0T Davenport-built steam engine #3 by the Museum's newly-reactivated Steam Team.

Our big event was La Mesa's "Christmas in the Village" the first two weekends in December. Hundreds of people came by the depot, many for the first time. We provided free cookies, apple cider and hot chocolate donated by members and local merchants and the depot was aglow with holiday lights as our way of saying "Merry Christmas" to the community while loudly blowing our own horn.

Other recent staffers have been **Sherwin Dorris**, **Mike Retz**, **Duane Dubke**, **Larry Owen** and **Bruce Semelsberger**. More people come by the depot every day than will ever see Campo so this prominent in-town facility is vital to getting the word out about our Museum. If you would like to be involved in this close-in promotional and interpretive activity, let me know (619) 463-2276.

Lt. Col. William V. Niedrich

January, 8, 1916 – September 1, 2003

By Dave Slater

Retired U.S. Army Lt. Colonel W. V. "Bill" Niedrich, a veteran of two wars, passed away in a hospital on September 1st. With the possible exception of Terry Durkin, he was the Museum's most prolific benefactor. He served for many years on the Museum's Board of Trustees and was always the first to open his wallet to launch new projects. He was 87.

Born and raised in Oakland, CA, he was enrolled in both high school and college ROTC. Commissioned a Second Lieutenant in the Army Ordinance Corps, he then transferred to California National Guard. Volunteering for active duty just prior to WWII, he served in combat campaigns in the assault on Germany and later in Korea. He joined the Army reserves at the end of his active service in 1961.

Bill maintained over 50 years of active membership in Masonic organizations, having joined the Live Oak Lodge, #61, in Oakland, CA, in March of 1938, where he soon completed his master mason, 3rd degree. He was also a life member of the San Diego Scottish Rite.

Bill was an administrator at the Pioneer Home Prescott, AZ, and also worked with the Arizona Highway Department. He relocated to San Diego in 1974 and joined the Museum in 1978. During his tenure as Museum Acquisitions Officer he was responsible for acquiring many pieces of rolling stock and support equipment for the Museum. Most notable are the three 120 ton military MRS-1 locomotives. All of them are operable today.

Bill was responsible for getting heavy duty support equipment from surplus military and government supply depots. He got two large 6000lb capacity all-terrain folk lifts. Thanks to his astute planning we have been able to use one lift for parts to keep the other one running for 16 years. It's still going strong and is arguably the most important tool at the Museum where everything tends to be really heavy.

Bill donated most of the cash this year to pour the concrete floor in our Display building. He was also a major benefactor of the Orange Empire Railway Museum in Perris, CA, where he left them a substantial endowment. His eager philanthropy set the example for every rail preservationist in the Southwest and he will be sorely missed. He is survived by a nephew, Dave Hall, his wife Hedy and their daughter Julie. He was buried in Fort Rosecrans Cemetary with full military and Masonic honors.

LA JOLLA ZEPHYR REVISITED

By Bruce Semelsberger

There are railroads, and then there are railroads. Some are remembered, fondly or otherwise, and others pass beyond memory with scarcely a whimper. The Los Angeles & San Diego Beach railway, steam railroad line to La Jolla from San Diego, should by all rights be one of the latter, and indeed it is little known to the majority of San Diegans today. None the less, the road was such an important link for early residents of La Jolla and the beach areas it served that it remained a fond memory in the minds of some for many years. (How many places can you name where several of the original houses arrived by rail- in one piece!) The following article, reprinted from the September, 1962 issue of the *DISPATCHER*, is but one of the many anecdotes concerning this line. It is also an example of the kind of strange coincidence that sometimes occurs to archivists.

I first encountered this story about ten years ago while perusing the Museum's collection of old *DISPATCHERS*, and enjoyed the personal slice of history it revealed as well as the humor of the incident. What a shame, I thought, that there are never photographs to go along with these tales. In fact, I have never seen a map or photograph which actually shows the location of the engine house in La Jolla, or indeed any other mention of there even having been one there. Imagine my surprise when an anonymous envelope arrived one Saturday in the library mail containing the photos that accompany this story. Enclosed was a note stating that the pictures were found in a family album and were apparently of some railroad, possibly local, but of no interest to anyone in the family. The amazing thing was that someone took the trouble to send them to the local railroad museum! Of course, I immediately recognized them as belonging with this story, and can only apologize that it took so long to actually publish this eighty-six-year-old tale with matching photos. I hope the donor, by some second miracle, reads this story, is properly gratified for having sent the pictures, and contacts me with the revelation that the author is a long lost missing relative, the matching of pictures with story providing the clue to the disposition of a vast estate and immense wealth. Is it possible I read too many old stories.

Note: Careful scrutiny of old pictures of this line allows me to place the La Jolla engine shed just south of the present intersection of Silverado and Ivanhoe with reasonable certainty. It apparently was reached via a wye in front of the second depot located on the northwest corner of that intersection. The original

depot was located on Prospect Street just east of Fay (see map). Some confusion exists as to the builder of LA&SDB locomotive 4. While Mr. Schumacher remembers it as a Forney, R.V. Dodge lists it as a Rhode Island in his roster and Phil Middlebrook, who seems to have the best documentation, insists it is a Schenectady. (Editors note: If the late Mr. Middlebrook said it was a Schenectady Loco than that's what it was. Phil was the greatest railfan San Diego has ever produced!) Probably the builders plate had disappeared by the time of this story and it is obvious the engine had been repainted at some time without even a number in evidence.

*The La Jolla line was dismantled and sold to Japan for scrap within a year of the time this story takes place, and it seems very plausible that the accident described was the proverbial straw that broke the camel's back. The photograph of a large heap of boards seems to indicate to me that the partially pulverized engine house no longer served a useful purpose after the incident and met its doom even prior to the remainder of the LA&SDB. The map, incidentally, is derived from an original 1894 map by Howard S.F. Randolph in his fine book *La Jolla Year by Year* and updated to 1916 by virtue of eliminating references to earlier landmarks. A few of the street names have been changed to modern versions to make orientation a little easier. Thanks to Roy Pickering for his assistance in map updating and in scanning and "cleaning up" the photographs on the museum library's new computer system.*

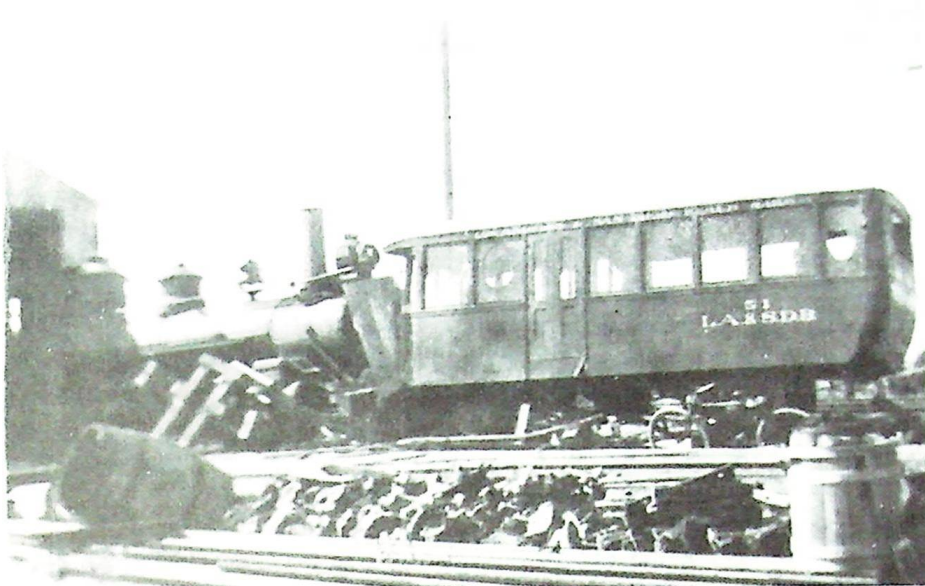
LA JOLLA ZEPHYR

by K. Fritz Schumacher

In 1917 the writer lived in Pacific Beach, near San Diego, California. There were no junior high schools then. San Diego High, "The Gray Castle," was the only high school for San Diego and adjoining unincorporated areas. He was already afflicted with a mild case of railfanitis. The pleasant necessity of commuting from "Ocean Front" station to San Diego High on the steam trains of the Los Angeles and San Diego Beach Railroad Company's La Jolla line made him a confirmed addict and ferroequinologist.

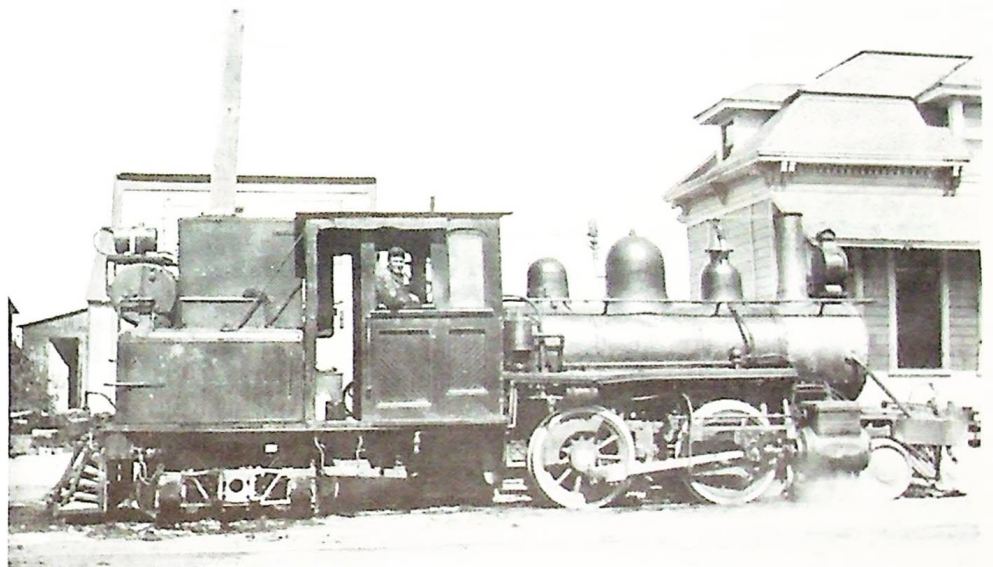
The San Diego terminal was at Kettner and Beech Streets. Here passengers changed to an ancient electric combine, operated by the same company. It delivered in-bound students at 6th and C Streets, nearly a mile from the institution of learning. In the afternoon it collected its trainload at a ticket office on Fourth Avenue between Broadway and C Street.

(Continued on page 8)



This old photo shows the LA& SDB Mack rail bus No. 51 as it ended up when it was pushed through the back of the La Jolla engine house by 4-4-0 No. 15, (ex San Diego & Cuyamaca No. 15, ex California Southern No. 1, ex- Santa Fe No. 012, built by Rhode Island in 1881) The old boiler flues and trash is typical of the kind of debris that collect behind railroad shops and engine sheds. Note the Crumpled hood from the Mack covering the smoke box of No. 15. The well traveled little 4-4-0 was scrapped in 1918, a year after this snapshot was taken by a person unknown. The engine house was scrapped shortly after this mishap . It did not take too many accidents like this to wipe out a marginal short line like the LA& SDB.

This photo shows the LA&SDB 2-4-4 "back up engine" No. 4 that was used to pinch hit for the wreck damaged No. 15 on school trains to downtown San Diego in 1917. This odd little kettle was built by Schenectady in 1880 for the Los Angeles Terminal railroad. It was later sold to the Holton Interurban Railroad as their No. 1 before being acquired by LA& SDB to drag a single coach from La Jolla to San Diego and back. The entire LA& SDB steam loco roster was scrapped in 1918. The railroad followed with the last of the rails ripped up in Jan. 1919.



Nobody was hurt in the accident at the LA& SDB engine house in La Jolla. The financial health of the railroad, however, took a big hit that resulted in the scrapping of the engine house soon after the wreck of engine 15 and the rail bus. What's left of it is shown in this rare photo with what appears to be No. 4 just behind the pile of sticks. There was a lot of open space in La Jolla in those days as shown here. The population of San Diego in 1917 was less than 70,000. Four years after the LA& SDB disappeared much of the R.O.W. was acquired by The San Diego Electric Ry.



When the inbound train was on time, a brisk walk, without loitering, was required to arrive at first period class before the bell tolled. On assembly days the school schedule was advanced five minutes. Timely arrival could still be accomplished by a forced march-on the double. The writer received much of his cross country and track running practice on the uphill sprint from Sixth and C to the Gray Castle. Early in the semester the first period English teacher delivered an ultimatum. The alternative was not seriously considered because it delayed afternoon beachward departure by two hours.

One morning the writer entered very late into the ominously silent classroom to be transfixed by the razor-sharp stare of la professora. An explanation was in order and it had to be good! In desperation, one of the writer's very few public speeches was launched. It included all of the lurid details of the cause of tardiness as told to him by an eloquent and imaginative train crew.

The last train of the evening before was drawn by No. 15, a snappy 4-4-0, acquired from the San Diego & Southeastern. It ran through an open, facing point switch leading to the La Jolla engine house. With train in tow, it crashed into the house on a track occupied by a Mack 4-2-0 rail bus, recently purchased to stem the flow of red ink on the company ledgers.

Said motorized contraption was punted through the rear wall of aforementioned engine house by the toe of No. 15's pilot. The score was made at a point where no door was provided. The charging No. 15, followed by La Jolla Zephyr, breezed through the newly created opening and came to rest, on the ground, beyond end of track. Fortunately, there were no casualties, other than the football, Mr. Mack Bus. It is reported that all passengers reached home on their own power from this climactic termination of an otherwise routine train ride.

Naturally, it took more time than was available before scheduled morning departure, to pick up the pieces and make up a train. The second best engine, No. 2, an 0-4-2 which saw service on the Coronado Railway, was out of service undergoing the major operation of installation of new flues. At the bottom of the motive power barrel was No. 4, an 1880 vintage Forney 2-4-4 from Holton Interurban. It had to be fired up in spite of its sad state of disrepair, with one good cylinder and only sporadic impulses available from the other. With only one short, open-platform coach in tow, it could barely wheeze up Bird Rock grade. The painful, asthmatic gasps of this ailing kettle were pitiful to hear. The Society for Prevention of Cruelty to the Iron Horse should have stopped this inhuman abuse.

This was the train for several days after the unofficial "open house" at the engine terminal. Any similarity to a schedule was purely coincidental and first period tardiness was unavoidable.

At this point, the defendant before the stern English teacher rested his case. The paralyzing stare melted in sympathy for the gamely struggling Forney, No. 4. Members of the sedate English class were rolling in the aisle, in hysterics. The defendant was declared not guilty by reason- not of insanity- but of an advanced case of railfanitis. He owes his successful defense to the aforementioned eloquent and imaginative train crew. Case dismissed!

STEAM WHISTLING

By Jim Baker

Our Steam Program is about to get moving again! Starting in January, we work the second weekend of the month, Friday and Saturday, as our regular days to work at Campo. We will have our meetings on the third Monday evening of the month. Therefore, the first regular work weekend will be January 9th & 10th, 2004. And our next meeting will be Jan. 19th. Friday work days will allow those of us who don't have regular jobs on Fridays (like me) to come out to work, without the danger of being "Shanghaied" into train service. For those poor souls who still have to work weekdays for a living, we'll have Saturday sessions.

My plans are to work in the shop on Fridays, and appoint a "Lead Person" to lead the activities on Saturdays, while I make myself available for train service. I would be available for any needed decision-making first thing Sat, morning, between trains, and in the evening. Our meetings are scheduled to review what we did on the previous work weekend, and to plan for the next one.

Our priority project is to re-assemble 2353 so she looks like an operational locomotive, and move her to the Visitor Center as a display. The display will serve two main purposes: To have another exciting and educational exhibit for our visitors, and to show what a finished 2353 looks like when we apply for grants for an operational restoration.

Here's a few of the things we plan to do in the next several months:

- 1) Remove front heads from valve and engine cylinders. Inspect for any water, rust and/or corrosion.
- 2) Grease sealing surfaces on superheater units and superheater header, and loosely reinstall units.
- 3) Clean crank pin on #3 drivers; clean, lube, and install side rods between #2 & #3 drivers.

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- 3) Clean crank pin on #3 drivers; clean, lube, and install side rods between #2 & #3 drivers.
- 4) Wash dust off boiler.
- 5) Install sand dome.
- 6) Install boiler jacket on the portion of boiler outside of the cab.

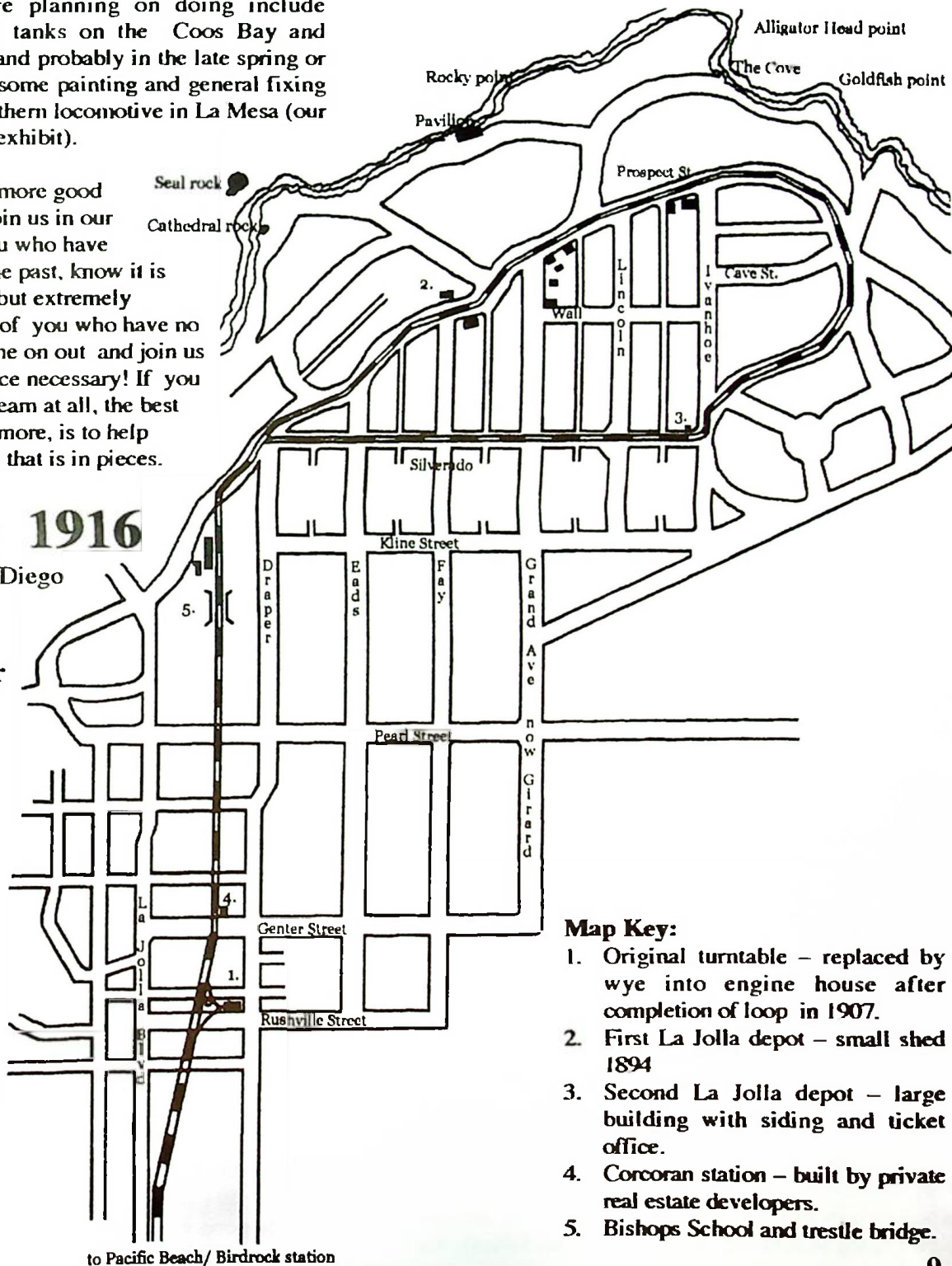
Other things we are planning on doing include replacing the saddle tanks on the Coos Bay and Lavino locomotives, and probably in the late spring or early summer, doing some painting and general fixing up of the Mojave Northern locomotive in La Mesa (our most publicly visible exhibit).

I'm looking for a few more good women and men to join us in our program. Those of you who have worked on steam in the past, know it is hard and dirty work, but extremely rewarding. For those of you who have no steam experience, come on out and join us anyway. No experience necessary! If you have any interest in steam at all, the best possible way to learn more, is to help assemble a locomotive that is in pieces.

La Jolla 1916

Los Angeles & San Diego
Beach Railroad.

Route of the La Jolla Zephyr



You will gain a very intimate knowledge of how everything goes together, and how and why it works. For those who desire a more formal approach to learning about steam, I will be prepared to teach a series of classes on the subject. I'm looking forward to seeing you on January 9 and / or Jan. 10. Need more information? Give me a call at 619-670-7441 or jimbaker@cts.com. Note: I will be unavailable from Dec. 17 until about Jan. 6.

Map Key:

1. Original turntable – replaced by wye into engine house after completion of loop in 1907.
2. First La Jolla depot – small shed 1894
3. Second La Jolla depot – large building with siding and ticket office.
4. Corcoran station – built by private real estate developers.
5. Bishops School and trestle bridge.

Restoration Report

by Ted Kornweibel, Supt. of Restoration

The Restoration Department, part of the Museum Services division, has been very productive in the last quarter of 2003. Its efforts have blended with other departments as well, so there's a lot of credit to spread around. The major Museum event was Postal Heritage Day, about which others will write.

The entire center portion of the Visitors Center now has fresh concrete. Many thanks to **Don Getz, Wally Barber, Rich Warner, Ken Hansen**, and of course, all those who donated the cash to fund this project. (The late **Bill Neidrich** donated more than half the cost) **Rich Warner** also spread ballast, donated by **Joel Cloud**, all over and around tracks 5 and 6, so it looks much better, and we will have much less dust. Our display building really looks like a museum now. Visitors are impressed.

The major focus of restoration has been continuing work on the Jim Crow car. Much labor has been invested in sanding and filling the siding on the car's south side (i.e., facing the center of the Visitors Center). I've had some great help in the sanding department from **Joe Shelley** and **Bob Schussler**. We have the entire side almost completely prepped, and we're doing a really fine job, so that, when painted, it will be a very eye-catching car. **Frank Stites** did some custom milling in his home shop for the car, so we can replace some of the very rotted-out trim pieces. And nearly all of the window blanks have been repaired.

Speaking of painting, we've had two painters on the job the past few weeks. **Audrey Shelley**, Joe's daughter, is a sixth-grader who proved a fast learner with a brush, painting all the Jim Crow car's window blanks. A huge task was accomplished by **Sandy Schussler**, who took two Saturdays to put two coats of paint on the massive wood stairs to be used for visitor entry into the horse-express car. And another young lady also gave us valuable assistance: **Sabrina Lundquist** (Jim's daughter) "sorted" hundreds of letters into the RPO car's letter cases (pigeon holes).

We're getting more and more information and photos on the Jim Crow car, thanks to the diligent research of Museum rolling-stock historian **Bill Schneider**.

Here's an update on the Jim Crow car's missing Janney coupler knuckle and uncoupling linkage: **Roger Garrett**, who lives in Cerritos, has been taking our wood pattern to various foundries in the Los Angeles area, hoping to find one which can cast the knuckle for

us. Let's hope Roger gets lucky. In the meantime **Harold Whalen** is fabricating, in his home shop, replica uncoupling linkage for the west end platform of the car.

We're keeping up with expenses on the Jim Crow car restoration, by selling RPO inaugural cachets to walking-tour visitors who enjoy seeing our rolling stock in the Visitors Center. There are 10 different cachets (envelopes), and they go for \$3 each, two for \$5, and 5 for \$10. If you'd like some, send a check and large stamped self-addressed envelope to **Ted Kornweibel**, 6334 Lake Decatur Ave., San Diego 92119. E-mail or call me kornweib@mail.sdsu.edu; (619) 461-0098 if you want to know the options available.

Everything gets dirty at Campo. So it was time to wash some of the equipment in the Visitors Center. I washed the FGEX reefer, and it looks it's old beautiful self again. **Bob Schussler** tackled the much bigger job of washing the RPO car; all I had to do was dry one side. It shines again, as beautifully as it did when we first painted it.

Finally, the Restoration Department is assisting Museum Services in getting the horse-express car ready for displays. **Dick Ruppert, Rich Borstadt** and I have mapped out the necessary repairs before the public can safely go into the car. **Lane Stanton Vance Hardwood Lumber Company**, in El Cajon, donated hundreds of dollars worth of plywood for filling in the gaps in the car's floor. In addition, that company generously donated many hundreds of dollars worth of hardwood for repairs to the Jim Crow car. All in all we saved at least a thousand bucks because of these donations.

ATSF RPO Car Honored

Our Santa Fe Railway Post Office car restoration effort, which has been the subject of several REPORT articles and the August Quarterly membership meeting, was granted the 2003 Equipment Award by The Tourist Railway Association Inc. TRAIN is comprised of museums and tourist railways across the country. This annual award recognizes the most superior restoration effort in the country each year. It is with a great deal of pride that we accept this award from TRAIN. The Museum also again thanks Ted and everyone who volunteered time, treasure or both for this super project that took more than ten years to accomplish.

ARNOLD LEONARD HUNSBERGER

April 5, 1925 - November 20, 2003

Life is a one-way train we ride between the stations of Birth and Death. Sometimes, the train is a Local, sometimes an Express, But It is the only train that guarantees absolute passage between its end points.

Now Arnold "Arn" Hunsberger has completed his journey. He was felled by a massive heart attack at his rural home in Dulzura, Calif. on Thursday, November 20th.

Arn was a self-educated inventor, engineer and retired entrepreneur, a complex man called "brilliant" by those who knew him well. He was a member of the Railway Museum's Board of Trustees in recent years and served as President from 2001 to 2003. In 2002, he agreed to temporarily assume the additional mind-bending duties of Executive Director as an unpaid volunteer.

He held that position until the current Board assumed the administrative duties of the Museum on January 1, 2003.

Arn was born in Indianapolis, Indiana, to home of the legendary Indy 500 auto race. As a young man, he had an opportunity to hang around the racecar garages, and eventually acquired his own Indy race car. It was this unlicensed, non-street-legal racecar chassis with a roaring, unmuffled Offenhauser racing engine that Arn and his business partner, Dick McIntyre, decided to take on a quick joy ride down winding, narrow Highway 94 to the Dulzura Cafe one day years ago. It was such a "spur of the moment" event that Arn hadn't bothered to take along his driver's license or other identification, so when an alert Highway Patrolman finally pulled them over, he had some tall explaining to do.

Arn came to California about 1950 and was standing in line for a job at Convair when an agent of the local Pacific Elevator Co. hired him to work for that firm. About this time, he met Dick McIntyre, a tooling department employee at Chula Vista's Rohr Industries.

Arn and Dick became fast friends and later business partners in several electrical and elevator enterprises here. They both held patents for various devices they developed. Eventually, their company developed elevators for the Mercury space capsule and Saturn rocket projects at Cape Canaveral, and the rocket-launching facilities at California's Pt. Arguello. They also designed and built the world's first-known all-glass exterior building elevator in 1956 for Son Diego's landmark El Cortez Hotel. The revolutionary concept received wide acclaim and was featured in LIFE Magazine. Since then, the concept has been copied by architects worldwide. Arn and Dick sold their Spring Valley, California - based U.S. Elevator Co. in 1971 and

Arn eventually retired from the world of business in 1974.

About 1976, Arn and Dick visited the railway museum's American Revolution Bicentennial train exhibit on San Diego's Embarcadero and picked up a membership application, later joining as members. They immediately lent their talents to various Museum projects, including our exhibit at Miramar NAS and Old Poway Village in Poway. The "dynamic duo" was responsible for trouble-shooting and running our very first diesel-electric locomotive, ex-USAF 45-tonner #7485, the "Ant" for the first time in 1978. This engine later served yeoman duty hauling our collection to Campo on 'Great Freight I' in 1983.

After Arn let his membership lapse for several years, he rejoined about three years ago and was an active member until his death. In recent years, he was an avid supporter of the restoration of train service through the Carrizo Gorge section of the historic SD & AE rail line.

Arn is survived by Margaret, his wife of 20 years, and two children by a previous marriage. The Museum extends its deepest condolences to his widow and family. Private services are planned. In lieu of flowers, the family suggests memorial contributions in Arn's name to a favorite charity.

(Contributed by Dick Pennick, with special thanks to Dick McIntyre and Dave Slater)



Photo by Randy Houk

**PACIFIC SOUTHWEST RAILWAY
MUSEUM ASSOCIATION INC.**

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MEMBERSHIP NEWS

By Tanya Rose

GOLD SPIKE UPGRADE: David L. Nearing #9 Thank you David !

NEW MEMBERS: Jack Clute, Stephen P. Norris, Rurik Kallis, Wayne T. Gunn, Mr. & Mrs. Ray Bialil, Dick & Julie Bonser, Mr. & Mrs. William Browne, James & Wendy Bucaro, Mike Lucek, Mandy Nelson, Thom & David Waldman, Jim Pollorino Welcome aboard new folks and old members rejoining!

UPGRADING MEMBERS: Arthur & Cleatus Wilson, Antony Widgery, D. H. Chappell, Stephen P. Clark, Alfred W. Jorgensen, Walter & Prue Flicker, Robert A. Wimbish, Ray & Debbie Park, Thomas L. Gray, Frank & Claudia Stebelski, Paul E. Bush, Margaret Coval, Willaim H. Lawler, Dennis & Judy Rutheford.

CONTRIBUTIONS: Bernie DeSelm \$480, Gertrude B. Fletcher, \$500 (in memory of her husband David), Owen C. & Marie Peck, \$1,000, Bruce L. Deck \$250. Our SD&A car painting fund will benefit most from the generosity of these folks! We now have the makings of a great war chest for this long over due project.

AIR HORN FUND: Larry Williams, Larry Rose, Ken Helm, Frank Stites, Ray Lethbridge, Jim Baker
(For details of this sudden project see the latest issue of our sister publication Hot Scoop)

Mountain Outin' Tours commission: \$415 Thank you train riders! Thank you Roland Graham!

Check your mailing label to see if you need to renew. Doing it early saves us a stamp, stationary and office time.

- | | | | | | |
|-------------------------------------|------|---------------------------------------|---------|--|---------|
| ☐ Senior | \$20 | ☐ Family | \$40 | ☐ Sustaining | \$ 150 |
| ☐ Student | \$20 | ☐ Contributing | \$40 | ☐ Life | \$ 750 |
| ☐ Individual | \$30 | ☐ Supporting | \$75 | ☐ Gold Spike Life | \$1,000 |
| | | ☐ Benefactor | \$5,000 | | |

YELLOWSTONE

in Winter

plus GRAND TETON NATIONAL PARK

23 February - 5 March, 2004

Enjoy rail travel and winter snowscapes on a circle trip through the West featuring:
 ❄️ **Glacier National Park** ❄️ **Donner Pass through the Sierras** ❄️ **Cascade Mountains of Oregon**

Our mid-winter rail outing features the best of Amtrak's Western trains with a visit to Yellowstone and Grand Teton National Parks, for a scenic circle trip through 8 Western States. In Yellowstone, we travel by 9-passenger snowcoaches as park roads are closed to autos in winter. The tranquil beauty of the Yellowstone Plateau mantled in snow, set amid the awesome forces of nature, provides winter visitors a unique perspective of our first national park.



Saturday, 28 February: Beyond Mammoth Yellowstone's roads are not plowed, so this morning we board snowcoaches for our journey to Old Faithful. Featured today is Norris Geyser Basin and Fountain Paint Pots. We arrive at Old Faithful in mid-day, leaving the afternoon free to explore the thermal displays in the Old Faithful area.

Meals: 0 Yellowstone: Old Faithful Snow Lodge

Monday, 23 February: Our holiday begins on the *Coast Starlight*. Departure from Los Angeles is in the morning. Connecting train service is available from San Diego. A scenic highlight is our journey along the coast for 118 miles. Nourished by winter's rains, the hills are green and wildflowers abound, providing a dramatic contrast to the snowy scenes to come.

Meals: L D

Enroute

Tuesday, 24 February: When you arise we are traveling past Mt. Shasta. If it is clear, you'll be treated to dramatic scenes of this volcanic peak. Later in the morning we cross the Cascade Mountains also a scenic highlight. On arrival in Portland late this afternoon we transfer to our hotel for the night.

Meals: B L

Portland: Mallory Hotel

Wednesday, 25 February: Your morning in Portland is at leisure. At mid-day we return to the rails when we board the *Cascade Talgo* for the run to Seattle, where we connect with the *Empire Builder*. Between Seattle and Everett, the *Empire Builder* operates along the shore of Puget Sound, offering scenic views of water and the offshore islands. As darkness falls, we ascend Stevens Pass on the former Great Northern main line.

Meals: CB D

Enroute

Thursday, 26 February: The sightseer lounge car is the place to be as we enter Glacier National Park after breakfast. The rail line forms the southern boundary of the park, and the views are stunning. At Shelby we transfer to our motor coach for the drive to the Gallatin Gateway Inn, with arrival at the former Milwaukee Road hotel in late afternoon.

Meals: B L

Gallatin Gateway: Gallatin Gateway Inn

Friday, 27 February: Traveling by motor coach, our route takes us over Bozeman Pass to the railroad town of Livingston. From there we follow Highway 89 to Mammoth Hot Springs. Eagles and bighorn sheep are frequently observed along this route. The afternoon offers the opportunity to explore the Terraces, the hot springs cascading down the mountainside which gave the town its name. Lodging is in the venerable Mammoth Hot Springs Hotel, built by the Northern Pacific Railway.

Meals: CB L

Yellowstone: Mammoth Hot Springs Hotel

Sunday, 29 February: A full day adventure aboard the snow coaches takes us around the lower loop road. Our driver-guide will point out many of the unique features as we visit the Grand Canyon of the Yellowstone, Mud Volcano, Lake Yellowstone, Yellowstone River, and West Thumb Geyser Basin. There are numerous stops for photography and wildlife viewing (swans, geese, ducks, bison and more)

Meals: L

Yellowstone: Old Faithful Snow Lodge

Monday, 1 March: This morning snowcoaches will take us to the South Entrance. Here we transfer to our motor coach to visit Grand Teton National Park. If the weather is clear, you'll be treated to stunning views of the Teton Range blanketed in snow as we travel through the park to Jackson Hole this afternoon.

Meals: L

Jackson: Elk Country Inn

Tuesday, 2 March: The day begins with a sleigh ride through the elk herd at the National Elk Refuge, followed by a visit to the National Museum of Wildlife Art. The afternoon offers free time for you to explore the attractions in Jackson and nearby Teton Village.

Meals: 0

Jackson: Elk Country Inn

Wednesday, 3 March: Traveling by motor coach, we continue to Salt Lake City today, following the scenic route through Wyoming's Cache Valley and crossing the Wasatch Mountains via Bear Lake and Logan Canyon. Tonight we enjoy dinner at the former Hotel Utah, adjacent to Temple Square. Late this evening we board the west-bound *California Zephyr* to begin our homeward journey.

Meals: L D

Enroute

Thursday, 4 March: Again, the sightseer lounge is the place to be this morning as our train ascends the Sierras on the route of the first transcontinental railroad. At Sacramento we transfer to our hotel adjacent to the Old Sacramento historic district and the California State Railroad Museum. If we are on time, our mid-afternoon arrival will allow time for you to visit these attractions.

Meals: B L

Sacramento: Vagabond Inn

Friday, 5 March: Guests bound for Southern California return home via the San Joaquin Valley. Our Amtrak motor coach takes us to Stockton where we board the *San Joaquin* train. Many fruit orchards will be in blossom adding color to the landscape. At Bakersfield we transfer to an Amtrak motor coach to continue to Los Angeles and our evening train connection to San Diego.

Meals: CB



Australia, by Rail "G'Day Mate!"



TROPICAL WONDERS

12 Days • 25 August-5 September, 2004

AUSSIE SAMPLER

14 Days • 5-19 September, 2004

For railway enthusiasts, 2004 will mark the completion of the AustralAsia Railway linking Darwin, on the "Top End" with Alice Springs, where the new line will connect with the Central Australia Railway and the remainder of the Australian railway system. For the first time, passengers and freight will be able to cross the continent north to south. The *Ghan* will commence service to Darwin from Adelaide when the new line opens. Our *Australia by Rail* itinerary includes travel over this new line. Other trains are featured as well, including several narrow gauge Queensland Railways trains, and the legendary *Indian Pacific*.

The land down-under...*Australia*...occupies a continent the size of the United States, one holding an incredible diversity of unique plant and animal species and World Heritage sites. It is a delightfully different, yet surprisingly familiar country. The dynamic Aussie spirit and hearty welcome offered visitors evokes feelings of the American West. The vast expanses of the fabled Outback might set equally well in Montana. But any similarity to the USA vanishes in the tropical rainforests and the Great Barrier Reef of north Queensland. Brilliantly-hued galahs, the Kookaburra with its haunting laugh, flocks of sulfur-crested cockatoos, the majestic jabiru, giant clams and exquisitely colored marine life in the coastal waters, koalas, emus, fairy penguins, goannas, crocodiles and the ubiquitous 'roos and wallabys make a visit to Australia a treasured experience.

Our itinerary emphasizes the railways and unique wonders that make Australia so special. To achieve this goal, we'll travel by train wherever possible--into the rainforest of north Queensland, the Aboriginal homeland of Arnhem Land, the World Heritage Sites of Kakadu, Great Barrier Reef and Fraser Island. We'll explore outback Queensland and Kangaroo Island and visit Melbourne, Adelaide and Sydney.

The complete *Australia by Rail* itinerary is 26 days, originating in Brisbane on Wednesday, 25 August, 2004, and concluding in Sydney on Sunday, 19 September, 2004. Guests may select the complete itinerary, or one of two shorter versions: **Tropical Wonders**, 12 days Brisbane to Cairns, 25 August-5 September; or **Aussie Sampler**, 14 days, Darwin to Sydney, 5-19 September. Come a waltzing Matilda to the land of Oz with Mountain Outin.! It's a true blue, fair dinkum holiday you'll treasure for a lifetime.

HIGHLIGHTS AND SPECIAL FEATURES

TROPICAL WONDERS



12 Days * Brisbane to Cairns
25 August - 5 September, 2004

- **Rail travel:**

Tilt Train high speed service from Brisbane to Maryborough West.

Sunlander from Maryborough West to Cairns

Kuranda Scenic Railway line from Cairns to Kuranda through Barron Gorge

If operating, the *Savannahlander* from Mt. Surprise to Cairns.

- **Three World Heritage Sites:**

Great Barrier Reef

AUSSIE SAMPLER



14 Days * Darwin to Sydney
5 - 19 September, 2004

- **Rail Travel**

Ghan from Darwin to Adelaide

Overland from Adelaide to Geelong (day trip) and Melbourne to Adelaide (overnight trip)

Indian Pacific from Adelaide to Sydney

West Coast Railway from Geelong to Warrnambool.

Colonial Tramcar luncheon as it travels the tram lines in Melbourne

Free time available for those wanting to ride the Glenelg Tram in Adelaide or other tram lines in Melbourne.