

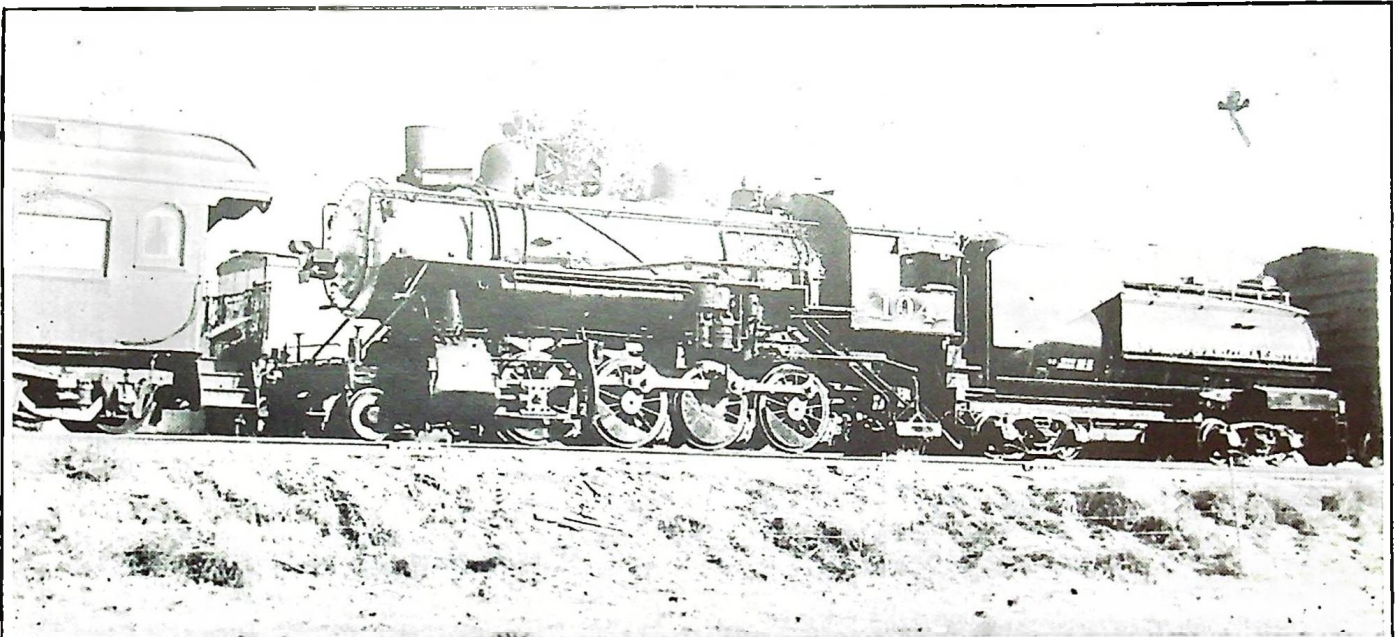


Fall 2004

REPORT

No. 280

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



SD&A No.104 is a Century Old! Is the Donation of \$210,400 Connected?

PSRM's oldest locomotive turns a century old this year and an odd amount of anonymous cash arrives as the largest cash gift ever received by the museum. Coincidence? The odd amount seems to be related to either our steam engine 104 or our big ex Air Force Diesel No. 2104 that is in the shop now being prepped for a new paint job. Could it be that the donor just added some zeros on to the big diesels number? Or did he wrap 200 grand around the old steamers number? The large gift would be only about one quarter of the amount needed to restore 104 but would easily cover the work needed on diesel No. 2104 with lots left over. No specific project was specified with the donation but a thank you letter was sent to the Florida bank that issued the check with hopes that it would be passed on to the mystery donor. We suspect it was San Diego & Arizona No. 104 that tugged at the donors heart strings as it currently needs all the help it can get. Our cover photo, by the late Jack Stodelle, shows the freshly donated loco rolling through Campo on it's way to San Diego in 1955. The engine returned to Campo in 1983 as part of the PSRM core collection after spending 28 years at the Del Mar Fairgrounds. **Dick Pennick** is the feature author in this issue of our newsletter as he has put together the ultimate history of the only surviving steam engine native to our home town railroad.

HAPPY BIRTHDAY, No. 104!

Celebrating the 100th anniversary of San Diego & Arizona Railway steam locomotive No. 104, a proud member of PSRMA's historic collection

By Dick Pennick

It's March, 1904 at the huge, historic Baldwin Locomotive Works plant on North Broad St. in downtown Philadelphia, Pennsylvania. The giant railroad locomotive builder – the largest and oldest in the world – had been building locomotive engines continuously for 72 years. Baldwin had completed its 20,000th locomotive two years before and had shoved another 2,022 units out the door in 1903.

Four months earlier, just before Christmas -- on a wide, sandy, wind-swept beach called Kill Devil Hills in North Carolina, a couple of enterprising bicycle makers from Dayton, Ohio had, according to news accounts, pulled off a stunt others had attempted and failed: actually flying a heavier-than-air mechanically-propelled "airplane" for 120 feet (If people want to kill themselves with crazy stunts like that, they're welcome to it!).

1904, however, would close with production down to only 1485 units for the year, a decrease of 27%, in spite of an order for thirty-three 2-8-0 "Consolidation" freight locomotives and a variety of other wheel arrangements by the Southern Pacific Company, the Union Pacific, and the other members of Edward Harriman's so-called "Associated Lines".

This order, originally placed in 1901, was the first of Harriman's "standardized" design effort under the guidance of Baldwin's Assistant Mechanical Engineer, William A. Austin, and F. W. Mahl, S.P.'s mechanical engineer. Most, if not all, of these engines were designed to burn crude oil rather than coal. Shortly after the discovery of rich oil fields in the Beaumont, Texas and Southern California areas around 1900, the S.P. and the Atchison, Topeka & Santa Fe Railway began ordering oil-burning locomotives. From then on, almost all engines built new for service in the Southwest or Pacific Coast regions of the U.S. burned oil in their fireboxes.

One of these "standardized" 2-8-0's had just exited the Baldwin paint shop days earlier with a dark graphite smokebox and burnished steel boiler jacketing, and was having its numbers, lettering and other final details

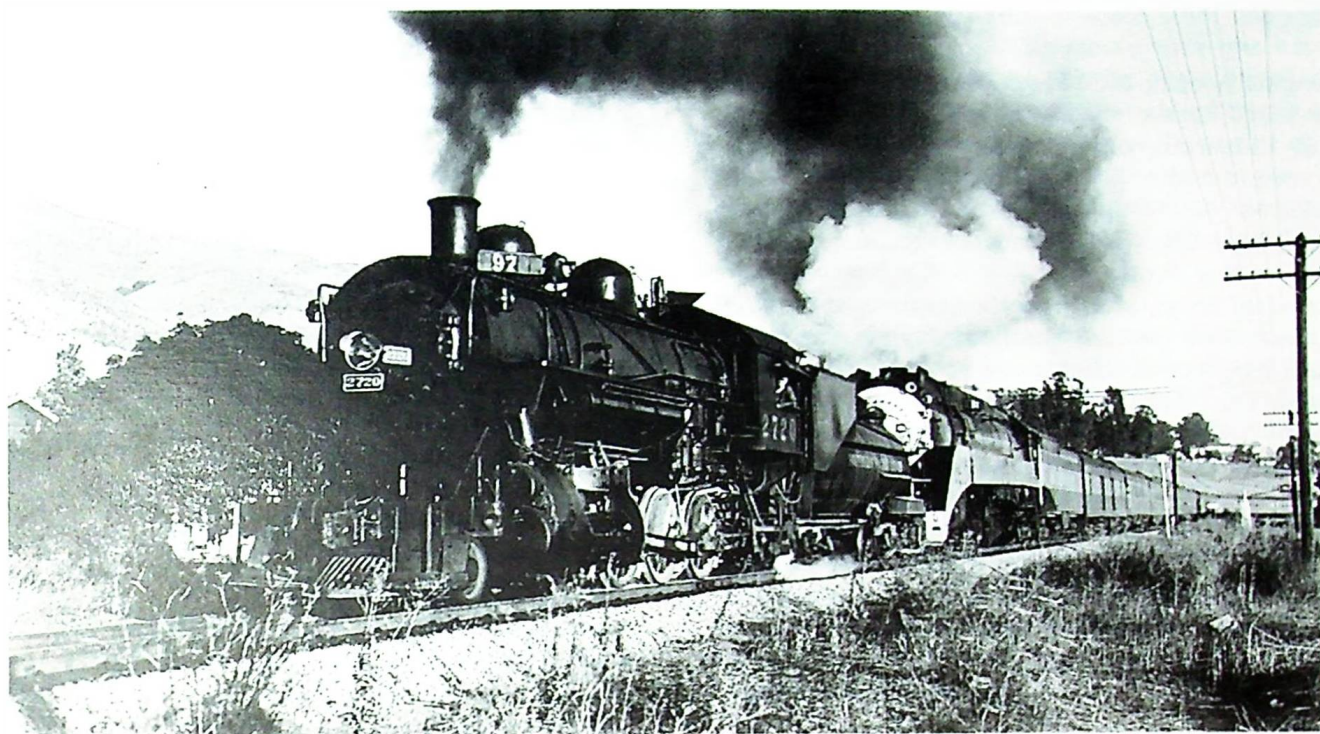
added. Two round, cast-bronze "builder's plates"—displaying the words "Burnham, Williams & Co., Philadelphia, Pa." and the date of "March, 1904" around the perimeter, and the serial number "23899" in the center – had been delivered from the casting shop and bolted to each side of the smokebox. The lady had her "dog tags."

Consistent with S.P.'s lettering style at that time, the road number "2720" was painted on each side of the short 7,000 gallon Vanderbilt tender's water tank in 24 inch high characters. This was repeated on each side of the sand dome – just behind the smokestack – in smaller, 8" high numerals, similar to the Santa Fe Railway's style at the time. The words "Southern Pacific" were displayed in 4" high letters across the cab sides.

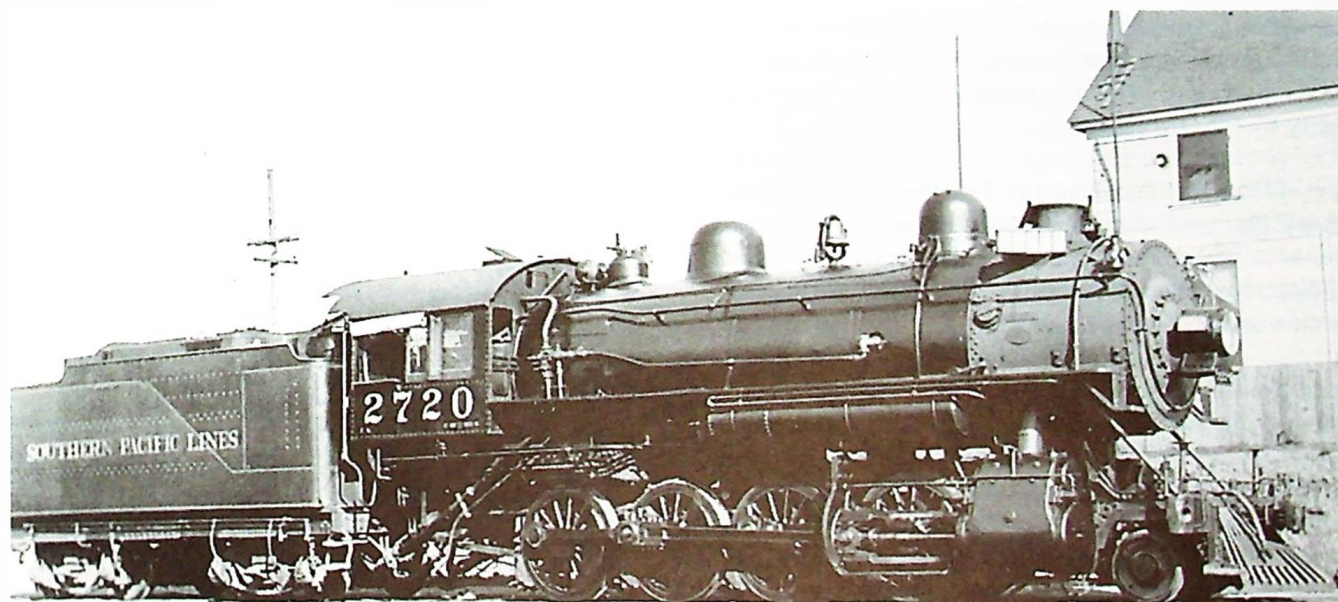
The cab had a narrow window on the front wall – on each side of the boiler – and one large and one small window at the sides. Low walkways on each side of the boiler were set even with the bottom of the cab wall. An extended, wood pilot graced the front and the carbon-arc headlight was mounted atop the smokebox, in front of the smokestack. A round, cast "2720" number plate was attached to the exact center of the smokebox door. Total cost of the completed locomotive – F.O.B. Philadelphia – was \$17,969.

As groups of the engines in this order were completed, they were switched onto one of the outbound tracks for pickup by the mainline switch crew and eventual delivery on their own wheels, dead-in-train, to the customer. A Baldwin "pilot" would generally accompany the engines to their destination, to handle any mechanical problems en-route.

2720 was finally delivered to the S.P. at Sacramento as a "saturated" (non-superheated) engine, where it was fueled, watered and fitted up for service. Its official "in-service" date, according to S.P. records, was May 23, 1904. It and its 57 sisters – numbered 2694 through 2751 – were assigned to Class "C-8" (C for "Consolidation" 2-8-0 wheel arrangement) and spent a number of years in freight and helper service on the



Here is our 104 dressed up as SP No. 2720 helping train 97, the "Noon Daylight" and 4-8-4 type GS-4 No. 4459 leave San Luis Obispo on September 16, 1946. There are 15 cars in the consist moving westbound at a snappy 20 MPH as the locomotives bite into the grade. Note the black smokebox and the low mounted headlight. This is the configuration it arrived with when donated to the Del Mar Fair Board in 1955 only wearing a silver face. Photo by John Maxwell of Wheatridge, CO.



Here is our 104 working in San Diego on the SD&A in 1920 and with its original square tender. Notice the short stack, large centered headlight and the graphite smokebox. These features would all be changed by the SP in the 1939 shopping. The tender was swapped out for a Vanderbilt type in 1940. Photo by the late R.L. Neill

Coast Division between Santa Barbara and San Francisco.

As originally built, 2720 had 57" diameter drivers, 22" bore x 30" stroke cylinders, and weighed 207,000 pounds in working order (fuel, water, sand, tools, and two crew members). At 200 psi boiler pressure, it developed 43,300 pounds of tractive effort. In December, 1918 – a month after the armistice was signed ending World War I – S.P.'s huge, historic Sacramento Shops added superheater units to the 2720 and many other formerly saturated engines, increasing its total weight to 216,700 lbs. and its boiler pressure to 210 psi. This change also increased its tractive effort 5% to 45,470 pounds. It maintained its original Stephenson link valve motion for its entire working life.

It's not known at this late date if the addition of a superheater required the replacement of the boiler or just the front and back flue sheets, since new holes would be required in the sheets to accommodate the addition of the larger flues that held the superheater units.

Let's now shift our story to San Diego.

John D. Spreckels, San Diego business tycoon, developer, and a scion of the powerful Spreckels sugar family of San Francisco and Hawaii, had embarked on an ambitious project to build a direct rail line from San Diego's harbor to the East, using money supplied covertly by Edward Harriman.

Spreckels had incorporated the *San Diego & Arizona Railway Co.* on December 14, 1906 with the stated purpose to construct a standard-gauge railroad from San Diego by the most practicable route to a point at or near the town of Yuma, Territory of Arizona..

Ground for the new railway was officially broken on September 7, 1907 near the foot of 28th Street in San Diego. Once grading contracts were awarded, real construction finally got underway by 1908, pushing the rail bed south to Mexico. Soon, rumors circulated among financial circles that Mr. Harriman wasn't well, in spite of his protestations to the contrary. But the money kept coming and construction continued. In early September, 1909, Spreckels received the astonishing news that silent financier Edward Harriman had passed away shortly after noon on September 9th. The cause of death was inoperable stomach cancer.

Harriman's successor at the Southern Pacific Company refused to honor Harriman's original financial agreement with Spreckels, so John D. and his brother, Adolph, carried on with their own significant resources. S.P. was ordered by the court to remain as a minority partner.

Spreckels had purchased four new locomotives for the SD & A between 1906 and October, 1917, when he acquired the independent short-line *San Diego & Southeastern Railway*. The four new engines were No.1, an 0-6-0 switcher built by the American Locomotive Company (ALCo) in 1909; No. 50, a light Baldwin 2-8-0 built in 1911; and Nos. 101 and 102, heavy 2-8-0's built by ALCo in 1914. All of these engines were used during construction of the line as well as limited freight and passenger service, and yard switching chores, as the need required. Due to increased traffic demands during World War I, S.P. leased 2-8-0s 101 and 102 from 1917 through 1919, renumbering them "2nd 2837" and "2nd 2838" respectively.

But after the line finally opened for business to the Imperial Valley in December, 1919, it was clear that more heavy power would be needed to support the volume of freight and passenger traffic on the new railroad. In March, 1921, Spreckels went to his minority partner, S.P., and arranged to purchase 15-year old 2720 – nicely broken in by this time, and superheated as well – and No. 2523, a 13-year old 2-8-0. He paid \$37,000 for the 2720, more than double its original construction cost. The engines were delivered to their new home via S.P.'s Los Angeles Division to El Centro, thence over the new SD & A track to San Diego.

The number "2720" and the words "Southern Pacific" were replaced with "104" on the cab sides and "San Diego & Arizona" on the tender flanks, respectively. The 2523 was renumbered "103" and otherwise relabeled similar to No. 104.

With the return of engines 101 and 102 from the S.P., the newly-opened SD & A now had four heavy 2-8-0 "hogs" for mainline freight service and a light one (No. 50) for light-duty local freight and branch-line service. All shared space in the new (1919) hollow-tile engine house at the northwest corner of Newton & Sigsbee streets.

Business was brisk, and Hollywood was attracted to the breathtaking geography of the Carriso Gorge, where no railroad in its right mind should ever have gone! Movie train work became a lucrative revenue

generator during the 1920's and '30's, as well as a diversion for the SD & A train crews.

In 1923, No. 104 (ex-2720) was used in the private production of a silent railroad promotional film titled "Carriso Gorge, the Magnificent", and copies were screened for travel agents and passenger traffic managers throughout the U.S. During 1925, a movie company shot the silent film "The Beggars of Life" – a story about hoboes – in the Gorge. The film starred Louise Brooks, Richard Arlen and Wallace Beery. Some of the SD & A train crew were also used in several scenes.

In 1926, the Sam Goldwyn Studios filmed the silent thriller "Red Lights" in the Gorge and elsewhere along the line. Our No. 104 was once again the "star". The late SD & A/SD & AE locomotive engineer Elmer Hall (an uncle of long-time PSRMA member & engineer Vernon Cook, who passed away in February this year), who had been a fireman on work trains during the construction period, got the call to run the movie train, the first and only one he ever worked. Shooting lasted a month.

Hall related years later that one of the scenes called for one of the SD & A's beautiful wooden Café-Observation cars to dangle precariously over the edge of the embankment in a particularly-precipitous section of the Gorge. A short, temporary track was laid out on wood supports over the edge of the drop-off, the car was shoved out – observation end first – to the end, then anchored and blocked up just out of camera range. When the car was secure, the overhanging portion of the temporary track and its supports was dismantled and the outer wheel truck removed. What the viewing audience saw in the final cut was what appeared to be a spectacular, death-defying derailment that came to rest with nothing but 1000' of airspace under one end of the car!

The script required actor Jean Hersholt to bolt out of the observation-end door after the "wreck" and jump off the car's platform to safety. Hall, watching the action from the engine cab, saw Hersholt -- an older actor -- jump off, but the slope was so steep at that point that, when he hit the dirt, he slid a couple hundred feet down the canyon, unable to stop! He finally found something to grab onto to break his slide, but when he was finally able to scramble back up to the track, he was battered, bruised, and "madder than a wet hen"! Today, a stunt-double would have taken the abuse for that scene. Hall and his crew watched with great glee as this humorous scenario played out.

The film crew filmed all sorts of things they might be able to use – for this film or some other one – while they were on location. The movie train was based at Jacumba between shoots. On the way to each day's shooting locations, cameramen would often set up on the 104's tender, shooting scenes of the engine crew at work, the track ahead, or some other angle. They would occasionally ask Hall to make an "emergency" stop, blow the whistle, make smoke, etc. (sounds like a railfan trip!).

Another scene required a stunt man dressed up in a bear suit (a mountain lion maybe. But a bear?) to jump onto the top of the train from a tunnel portal as the train slowly exited the tunnel, climb into the observation car and strangle one of the passengers (bears maul and chew, but strangling?). Shortly after shooting this scene, the movie train had to duck into the siding at Carriso Gorge Station (MP 100.7) to allow one of the regular SD & A passenger trains to pass. While they waited, Engineer Hall and his crew decided to cook up a little scene of their own, with help from the "bear."

One of the crew found a pick and a sledge hammer on the engine, and when they heard the passenger train approaching, they set up their little production to make it appear they were beating Hell out of the "bear" with fists, picks and hammers! The startled passengers on the train – which crept by the station due to a "slow order" – stared in amazement and horror at the drama unfolding before their eyes! Hall and his crew thought the stunt was pretty funny.

Empire builder John D. Spreckels passed away in June, 1926 at the age of 72. In late March, 1932, a huge landslide in the Gorge collapsed the original Tunnel 15 and it was never rebuilt. A new track and tunnel were built, bypassing the old tunnel, necessitating the construction of a spectacular 633' long all-wood, curved trestle across Goat Canyon.

By this time, Spreckels' heirs decided to remove themselves from the railroad business, and they sold their controlling interest to the S.P. in 1932. The following year, the line was reorganized as the "San Diego & Arizona Eastern Railway Co.", a wholly-owned subsidiary of the S.P.

S.P. "borrowed" 104 from the SD & AE from time to time as traffic required during the Depression years. In 1939, the 35-year old engine underwent a major shopping and other improvements at S.P.'s Bayshore yards. Its smokebox was repainted "silver" about this time to conform to prevailing S.P. practice, and its

headlight was replaced and lowered to its final position, centered on the smokebox door.

In May, 1941 – seven months before the “day of infamy” at Pearl Harbor, Hawaii – our 104 was leased back to the S.P., returned to its original number – 2720 – and worked through World War II on several western divisions before being returned to the SD & AE in the fall of 1948. A classic photo from this period by J. W. Maxwell (reprinted in REPORT, Sept./Oct. 1994) shows 104 (as 2720) helping the Coast Daylight, Train 97 with 4-8-4 No. 4459 up Cuesta Grade out of San Luis Obispo.

Back in San Diego, it again re-acquired its “104” number and “San Diego & Arizona Eastern” lettering on its larger Vanderbilt tender flanks. Other changes were brewing locally, which would come to have a profound impact on the fortunes of 2720/104.

A loose-knit group of local railfans and streetcar buffs, rail historians and rail modelers had begun to meet informally at each other’s home from time to time to talk railroading, swap photos, view slides, and operate their model trains.

By 1950, some of the older SD & AE steam engines had already been sold or scrapped. Many of these dated from the SD & A days or earlier. But eleven steamers still remained on the roster, including the six heavy 2-8-0s #101-106. San Diego’s streetcar system – once owned by John Spreckels -- had been scrapped the year before, the AT & SF was expecting diesel orders to retire its last steamers on the Coast Lines within three years, and a Baldwin diesel-electric demonstrator was making its trial runs on the SD & AE. The writing was definitely on the wall for SD & AE steam.

In January, 1951, the last eastbound mainline movement behind steam was made, and – except for some steam helpers on the new diesel-powered freights on the 2.2% ruling grade from Coyote Wells to Hipass, steam was finished on Spreckels’ “Slow, Dirty & Aggravating”. 1914 ALCo #102 was the last steam locomotive to see regular service on the line, helping the new Baldwin diesel road-switcher on the east end until mid-1953.

It suddenly became very clear that, if something wasn’t done soon, San Diego’s railroad heritage would disappear like a morning fog. Local railfans had been offered their pick of the remaining trolleys in the Adams Avenue car barn when the electric lines shut down in 1949, but no one could come up with a

suitable plan to save them and they were all scrapped or sold for housing.

In the early 1950’s, the Santa Fe Railway offered one of its recently-retired large 4-8-4 passenger locomotives to the City of San Diego for display. Unfortunately, neither the City or the Chamber of Commerce was up to the task and the offer was declined. The engine was later given to the city of Albuquerque, New Mexico, where it has been displayed for 48 years in a local park.

That was the final straw! Local railfans Douglas Duncan (City organist), Ed Shedaker, Lyle Judd (a local building inspector), Eric Sanders (school teacher and long-time local rail activist), Tommy Mann (San Diego policeman), John B. “Jack” Stodelle (local TV marketing personality), Seeth L. “Corky” Thomson and his wife Barbara (model railroaders), and others who had been getting together informally for several years, quickly formed the *Railway Historical Society of San Diego* (Sanders, Duncan, Judd, Stodelle, and others later were instrumental in forming the San Diego County Railroad Museum, a predecessor of the *Pacific Southwest Railway Museum Association*). Their first order of business was to petition the S.P. to donate a steam locomotive and suitable passenger car for display in San Diego.

By that time, almost all of the steam locomotives that had carried an SD & A or SD & AE number at some point in its life had been either scrapped or sold. 2-8-0s Nos. 101 & 102 were cut up in 1953, but old 1911 Baldwin 2-8-0 No. 50, one of the first engines on the SD & A, was spotted in a dead line at Bayshore yard in San Francisco as late as 1954, although reportedly scrapped several years earlier. Heavy 2-8-0s 103, 104, 105 & 106 were also still around, either working out their last days on S.P. branch lines or sitting in long lines of retired engines at various locations, slated for scrap.

RHS of SD also asked SP/SD & AE to donate former SD & A Café-Parlor-Observation car No. 02. This grand old 72 ft. long wooden car – with stained-glass windows and a huge curved solarium window at the Observation end – was still in service on the SD & AE but had long ago been gutted for use by the Bridges & Buildings gang as an outfit car. This was the last known survivor of the four original cars -- numbered 01 – 04 – acquired second-hand from the SP about 1922.

Since RHS of SD was not yet incorporated as a non-profit, tax-exempt organization, the group set to work

to find a suitable entity that would not only accept a rolling stock gift, if offered, but agree to display it. In late 1954, the group began discussions with Paul Mannen, General Manager of the 22nd District Agricultural Association that operated the County Fairgrounds at Del Mar. These discussions were successful in getting a commitment from Mannen to accept a locomotive and car for display in front of their Bing Crosby exhibit hall.

In March, 1955, SP notified the group that former SD & A / SD & AE 2-8-0 No. 104 (ex-SP 2720) would be donated to the Agricultural District, but denied the group's request for Car 02, stating it was "too dilapidated" for display. To SP's credit, they offered another old 72' wooden observation car, in much better condition, in its place. This car was recently-retired S.P. Medical Examination Car No. 135, originally SP 1910 observation car No. 1733 (a great color photo of this car in service as No. 135 can be found on p. 42 of Tom Dill's book, "Southern Pacific's San Joaquin Valley Line", leaving Turlock, Calif. at the end of a string of Pullman Green-painted cars. The accompanying caption in this 2001 book, alas, promised that this car "now travels around the system offering employees physical checkups and medical advice"!). This car, of course, was converted in 1922 by Pacific Electric Railway's Torrance, Calif. shops for use as John Spreckels' private business car No. 050 – "Carriso Gorge", now owned by PSRMA.

What more fitting display, then, for San Diego than a matched pair of locomotive and car that both worked for the SD & A, San Diego's own railroad! 104 was completely refurbished and repainted at Bayshore, and arrived in San Diego dead-in-train with the 050 in October, 1955 by way of the Los Angeles Division through Indio, Niland & El Centro, where diesel-powered SD & AE freight No. 451 picked them up for the final 148 miles to San Diego. When 104 and 050 passed the Campo Depot for what was thought to be the very last time – rolling tender-first, this writer and several other local fans were there to record the historic event on film. Some minutes earlier, the historic consist was caught crossing the Upper Campo Creek Viaduct, 5 miles east of Campo.

A brief stop was made at Campo to oil the engine's driver journals. Then it proceeded westbound on its way over the Tijuana & Tecate Railway and finally into SD & AE's San Diego yard. It was shoved onto the Santa Fe's interchange track that evening, and the next morning a Santa Fe local freight shuttled it to a siding at the Solana Lumber Co. in Solana Beach.

RHS members had prepared a display track in front of the exhibit hall at the fairgrounds, and had arranged for the cranes and truck to move the 205-ton locomotive and car the one and a half miles to the fairgrounds. The route was south on U.S. 101 to County Road S6 (now Villa de la Valle), then south on Jimmy Durante Blvd. to the fairgrounds main gate. The old spur track for parking the horse race specials along the west side of the San Dieguito Slough was originally considered as the pickup point, but it was determined that the old wooden highway bridge across the slough to the fairgrounds was not sturdy enough to carry the engine's weight. Both spur and bridge were removed years ago.

RHS of SD volunteers, among them this writer and several other current PSRMA members – including **Seeth Thomson, Ed Couch, Tom Matson**, and others – spent many enjoyable hours staffing the locomotive and car during fair time in the 1950's and '60's. As the years passed, RHS of SD's membership began to "gray" and decline, and few of the younger generation had any interest in the slowly-deteriorating static train exhibit.

PSRMA's immediate predecessor – **San Diego County Railroad Museum** – was formed in 1961 to address the formation of a living museum of rail transit in the county. By 1964, the new group had been renamed the **Pacific Southwest Railway Museum Association** and was incorporated as a State non-profit with a coveted Federal 501(C-3) tax-exemption. A concerted effort was begun throughout the county to locate and acquire real estate for a museum. In the meantime, steam locomotives, rolling stock and other artifacts were being acquired. These were being exhibited – and occasionally operated for the public – at a variety of temporary sites around San Diego, including track at Naval Air Station – Miramar.

At a meeting of the PSRMA Board of Directors on July 12, 1978, Chairman **Richard Pennick** led a discussion with the Directors about the current rundown condition of the train exhibit at the fairgrounds, and other issues associated with the display.

The outgrowth of this initial discussion was a historic turning point in the eventual acquisition of the fairgrounds exhibit. A motion by Pennick, a second by the late **Brenda Bailey**, and unanimous support by the Directors instructed the Chairman to contact the Fair Board about PSRMA's interest in revitalizing the train display and augmenting RHS of SD's staffing and interpretation duties during the fair each year.

After discussions with RHS officials about our proposal, the Agricultural District board initially determined that the board was not willing – at that time – to disrupt the status quo, and unless some kind of cooperative arrangement could be worked out with RHS, the Fair Board would not intervene. Time went by. PSRMA threw its energies to other projects. The remains of the 1894 La Mesa Depot were salvaged from a Lakeside ranch, and within the next few years restored it to its 1915 appearance on its original 1894 site.

By New Year's Day, 1981, PSRMA finally had its own museum site, along the old SD & AE Mountain Division at Campo. But the SD & AE was no longer owned by SP. Its new owner was the Metropolitan Transit Development Board, created by PSRMA member **Jim Mills** in the California Legislature to preserve the right-of-way for the basis of a proposed commuter rail system.

In late 1980, with a permanent site finally acquired, the Museum board voted to revisit the status of the exhibit at the County fairgrounds, "going for the throat" this time: a request for an outright donation of the entire exhibit to PSRMA! Spearheading this new effort was current Board Chairman **H. C. "Chop" Kerr**.

After several presentations before the Fair Board, the Board agreed to initiate a lengthy investigation into the legal ownership of the exhibit – and any constraints that may have been placed on it by original donor Southern Pacific. This process drug on for most of a year, as the Board's legal staff reviewed contemporary news clippings, legal precedent and surviving transfer paperwork..

Finally, at the Fair Board's November, 1981 meeting, the Board's directors voted to convey SD & AE steam locomotive 104, tender, and former Spreckels Business Car 050 to PSRMA! The official Deed of Gift followed three months later, in February, 1982.

Now it was time for PSRMA to put its money where its mouth was. We had committed to follow this project through to its conclusion – despite the obvious hurt to our already-strained finances. And all this while development was in high gear at our new Campo site, and the La Mesa Depot Museum was nearing completion! Talk about a "can-do" organization!

In September, 1982, Museum volunteers readied the 104 and car for the pending move. The fence, stairs and other impediments were removed, and sensitive items were boxed up to prevent theft. The doors and

050's stained-glass windows were boarded up, and all journal-boxes were repacked for the eventual mainline haul.

To save the high cost of trucking and cranes, it was originally planned to "snap-track" the equipment off the fairgrounds, across the Jimmy Durante Bridge over the San Dieguito River, and onto Santa Fe's old "race train" spur on the other side (Santa Fe Railroad removed this spur soon afterward). This move could have been made by Museum volunteers with Museum materials and loaned equipment.

Unfortunately, this idea proved to be unworkable due to the loading limitations of the bridge. Cabrillo Crane was commissioned to remove the equipment from its 27-year home and place the items on house-moving dollies for the short highway trip north to Solana Beach on February 15th -16th, 1983. This historic journey was the exact reverse of the trip the exhibit took almost 27 _ years earlier, and was supervised by the son of the trucker who had made the original haul!

At the Solana Lumber Co. rail spur, final mechanical work was performed by Museum volunteers on the weekend of Feb. 26th – 27th for the artifacts' special movement to San Diego on their own wheels in a local freight, and eventually, to Campo.

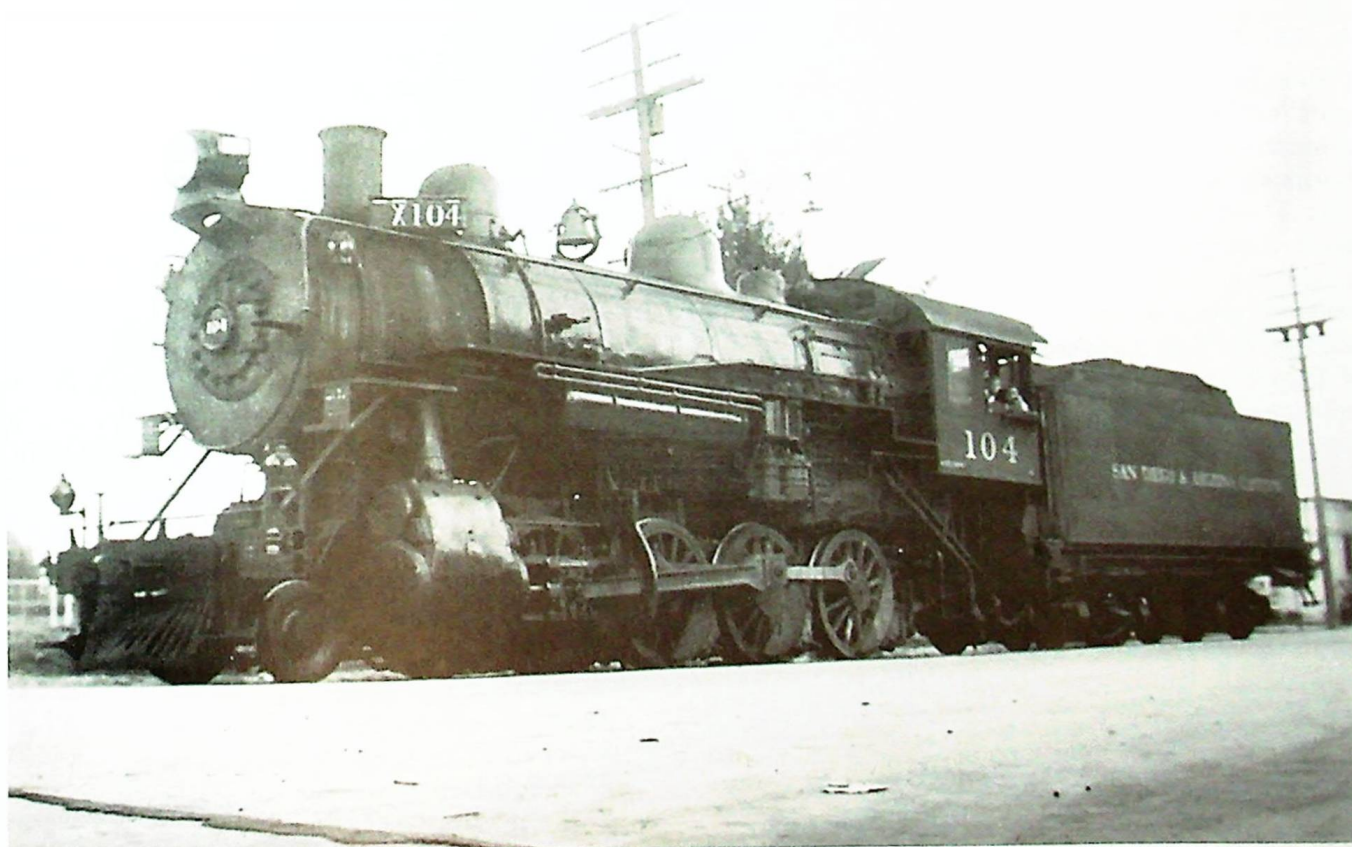
In early March, a Santa Fe freight crew picked up the two relics and proceeded south to San Diego, normally a one-hour trip. Unfortunately, despite the meticulous planning by then-Museum President **Jim Lundquist** and the extensive mechanical work by **Dick McIntyre**, **Ken Helm**, **Larry Rose**, **Ron Hyatt** and others, old 104 developed a "hotbox" on one of the pony truck axles and the entire consist was set out on a siding in Sorrento Valley, where our overworked and underpaid volunteers again set to work.

Four weeks later – with the help of two newly-machined brass axle bearings, courtesy of San Diego Gas & Electric Co. – the engine and car arrived in San Diego and was quickly transferred onto the SD & AE track for the first time in more than a quarter century!

By late spring, 1983, PSRMA had marshaled the 104, the Spreckels car, and all of the rest of its historic rolling stock collection up to that time, in the San Ysidro yard of contract freight operator Kyle Railways. Meanwhile, the Museum was continuing to methodically dig itself out of the debt incurred by the movement of 104 and Car 050 from Del Mar, with members and supporters generously chipping away at the outstanding balance.



This amazing photo shows the great tender swap actually going down! Both tenders in this picture are numbered 104! In the distance is engine number 2851 now with 104's old square tender. The tender now on 104 is from engine 8381 and has already been lettered for 104. This is a longer version of the Vandy type tender it had when donated to San Diego's railfans in 1955. A third loco can be seen behind 104. This photo was taken by Allen Youell in LA on February 18, 1940.



This photo of our engine was taken in 1937 working an SP branch in Pasadena and shows 104 with a high mounted "Sunbeam" headlight that it had from about 1929 to the shopping of 1939. The tender is lettered for SD&AE, the "Eastern" having been added in 1932 when SP gained full control of the SD&A from the Spreckels family. You'd think SP would have gotten tired of re-lettering this engine every few years as it was passed back and forth to and from San Diego.

Photo by H.F. Stewart

On Saturday, July 30th, 1983, our 1923 Shay-patent geared steam locomotive No. 3 – the very last steam locomotive to operate in regular service on a common-carrier railroad in California – bunched the slack in its long, heavy train, and with an all-volunteer Museum crew in the engine and in 1923 wooden hack No. 1413 on the rear, put its shoulder to the wheel and began to move slowly but inexorably southward toward Mexico and the mountains beyond.

In this historic consist (dubbed “Great Freight One”) – three cars behind the Shay – was 2-8-0 No. 104. A fire hose linked the Shay’s water tender to the additional water supply in the 104’s Vanderbilt tender.

Alas, without a helper engine on that fateful day, the tonnage eventually proved to be too much for the 100-ton ex-logging engine, and it barely made it to the siding at Garcia, Mexico on the Tijuana & Tecate Ry.

In spite of on-the-spot emergency repairs to the ailing Shay, its valiant effort was finished for the day and it was left to the tiny 45-ton 1941 G.E. diesel-electric switcher No. 7485 – affectionately dubbed “The Ant” – to contribute all of its 300 horsepower to eventually drag the Shay and the rest of the consist – one by one – up the hill to a staging area in the Tecate yard.

By midnight on Friday, August 5th, after six days and nights of around-the-clock shuttling of cars and locomotives, it was finally 104’s turn to be hauled laboriously uphill, the exhaust stacks of the “Ant” glowing red with the effort. In the wee hours of Saturday, August 6th, an all-volunteer Museum crew consisting of engineer **Ron Hyatt**, fireman/brakeman/conductor **Shawn Eriksen**, and photographer **Larry Rose** left Tecate yard westbound for Garcia to pick up the 100-ton No. 104 – the diminutive 7485’s most severe test to date.

As the crew rounded the balloon curve above Redondo Station, they could see the orange glow of a brush fire burning out of control in the Matanuco Valley to the west, within feet of the track. Fifteen minutes later, they were face-to-face with the flames that were lapping at the ends of the ties. The decision was made to power past the worst of it before the flames jumped the track.

About 2 a.m., they reached Garcia, coupled up to the 104 and an old GATX tank car for extra braking on the grade, and by 2:30 had performed the mandatory brake test and were whistling off to Tecate – in a driving rain, with sanders and full throttle -- at 6 miles an hour!

Three and a half grueling hours later, the “Ant” and its ponderous entourage reached Tecate. By mid-morning – after some food and rest for the crew – 7485, 104, and the tank car departed Tecate for the final 1.4% climb to Campo.

As the consist cleared the east portal of Tunnel 4, astride the U.S.-Mexico border, photographer **Rose** jumped off the engine with his camera in tow, sprinted across the 250 ft. long Lower Campo Creek Bridge, and preserved for posterity a once-in-a-lifetime event as the historic assemblage crossed the 1915 bridge without stopping (to appreciate his effort, see P. 180 in member Bob Hanft’s book, “San Diego & Arizona – the Impossible Railroad”). An hour later, 104 was safely deposited at its new home in Campo.

From the moment PSRMA had asked the Fair Board for the 104 and car 050, it had big plans to restore the historic engine and car to at least cosmetic condition, and possibly as operating exhibits. But vision and reality are not always synchronous.

The success of the 104 acquisition prompted PSRMA to make a proposal to the 45th District Agricultural Association – long-time owners of another old S.P. steam locomotive at the Mid-Winter Fairgrounds in Imperial, Calif. – for a donation of that engine and a companion Harriman passenger car. The engine – 4-6-0 No. 2353 – had served for a number of years on the SD & AE, either leased or in pool service, before being donated to “the children of Imperial County” in March, 1957. The Ten-Wheeler had survived its 29 years in the dry desert air much better than 104 in its moist, salt-laden coastal environment.

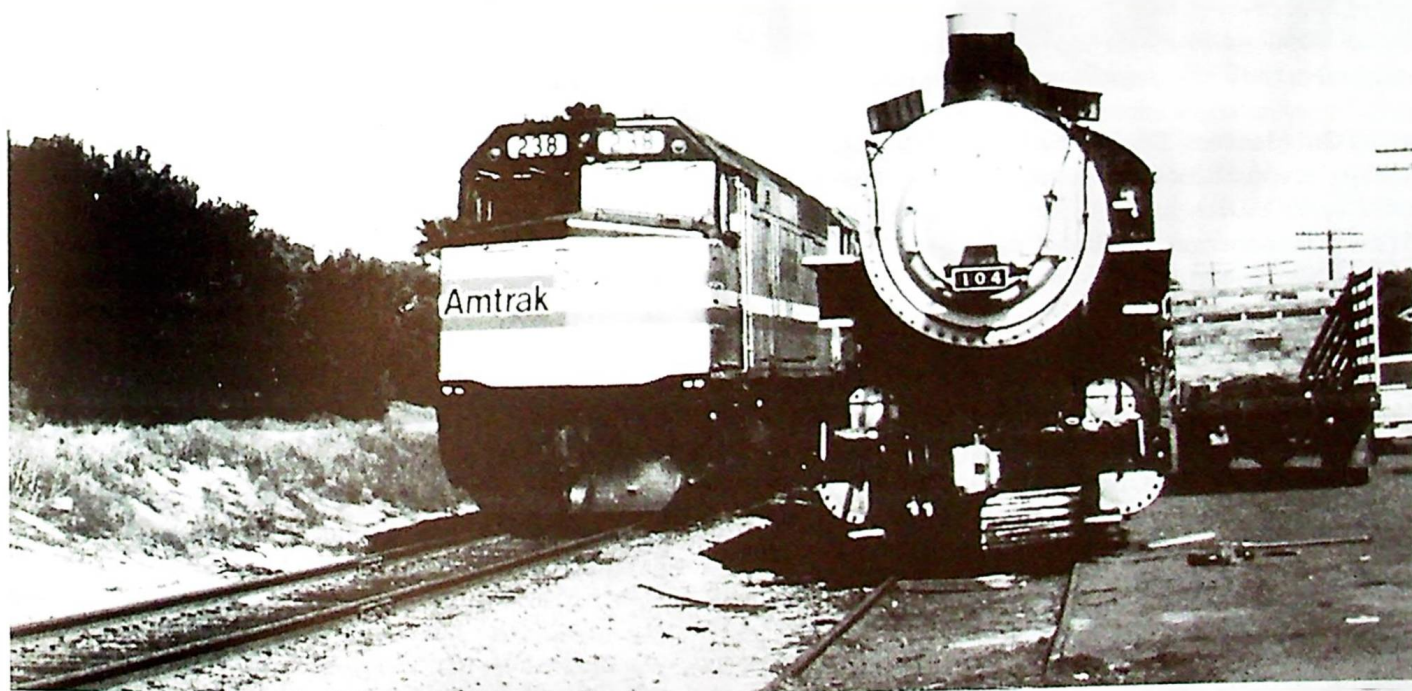
In November, 1984, the Imperial Fair Board voted to donate 2353 and the old coach to PSRMA. This donation was hot on the heels of Georgia-Pacific Corp.’s earlier donation of its rare Mallet compound 2-6-6-2 No. 46 in July!

The first half of the decade of the 1980s was truly a busy one for PSRMA. In the spring of 1987, the Association commissioned boiler expert Dennis Daugherty to review and evaluate all of the Museum’s steam locomotives. In his survey of No. 104, Daugherty reported the engine had “poor machinery and boiler. Due to past storage problems being next to salt air for years, this locomotive is not a good one to consider repairing at this time.”

Subsequently, Museum finances got stretched so thin that even a cosmetic restoration of the 104 was shelved for a future time. In addition, 1990 – with the 75th



Two large cranes do a "clean and jerk" lift of our 100 ton Baldwin product at the Del Mar Fairgrounds on Feb. 15, 1983. The engine is being placed on house moving dollies for the two mile move to the Solana Beach Lumber Yard spur. From here it would go on it's own wheels all the way to our Museum at Campo, altogether about 85 miles. Larry Rose Photo.



104 is sitting on the siding at the Solana Beach Lumber Company Spur on 2-16-83 as an Amtrak southbound "San Diegan" flies by on the main doing about 90 MPH. The engine was lubricated here for the run on it's own wheels via Santa Fe to San Diego, then SD&IV to the border, then our own crew will take it the last 55 miles to Campo via the old Tijuana & Tecate Railway. For about nine of those Mexican miles it will actually be pulled by a steam engine! Photo by the late Brenda Bailey

anniversary of the completion of the SD & A Railway looming in four years -- 104's restoration priority took a back seat when the Association made the decision to commit most of its financial and volunteer resources to restoring No. 2353 to operating condition for the anniversary.

Sadly, despite a heroic effort by PSRMA's *Steam Team*, the 2353 project was not able to meet the completion deadline for the November, 1994 celebration. Eventually, 2353 was completed and it was operated by Museum volunteers for five years before succumbing to boiler problems of its own.

Today -- in its centennial year -- SP2720 / SD & A 104 / SD & AE 104 languishes alongside PSRMA's Train Shed exhibit building with three other Museum steam locomotives, awaiting its turn in the sun. Its number "104" on the cab sides fades a little more with each passing year. Its once-shiny sheet-metal boiler jacket was removed several years ago for abatement of the asbestos insulation underneath, and has not been replaced. The old, deteriorated jacket was discarded.

In the early 1990s, members **Dick Pennick**, **Dick Ruppert**, **Jack O'Lexey** and others began an effort to restore 104 and its tender cosmetically. Much work was done on the tender, cleaning the tank, patching rust holes, repairing the tool boxes, etc. and applying a coat of black paint. Earlier, **Dick Ruppert** had done much work on the old boiler jacket to improve its appearance. New lumber was obtained to replace the rotted wood walkway on top of the tender (later re-assigned to the 2353 project to re-floor the cab).

In 2002, Museum Trustee **Dick Pennick** prepared a funding proposal for the restoration of locomotive 104 and Car 050. **Dick** and the late Association president **Arnold Hunsberger** submitted the proposal in person to then-San Diego City Councilman Byron Wear for possible City underwriting of a portion of the restoration cost. Nothing came of this effort. Today, Mr. Wear is Director of Government Relations for Carrizo Gorge Railway, a freight train sub-contractor preparing to operate commercial freight train service on the SD & AE/T & T between Tijuana, Mex. and the Imperial Valley.

What does the future hold for our 100-year old mistress of the rails -- the very last remaining steam locomotive in the world that was actually owned by Spreckels' San Diego & Arizona Railway? This writer still considers it a "work in progress", along with a number of other worthy projects at the Museum, including the Car 050, "Carriso Gorge".

As with any potential project, money is generally the driver. With sufficient resources -- financial and human -- anything is possible, even the building of a brand-new steam locomotive from the ground up (witness the locomotive recently constructed in England mirroring a long-gone prototype). Not long ago, there was talk of restoring the 104 for operation with the 2353 -- two steam locomotives that actually ran on the SD & A/SD & AE during their working life -- certainly an exciting fantasy.

The current priority in the steam department -- supported by the Board of Trustees -- is to find the resources to return the big Ten-Wheeler No. 2353 to operation, possibly a \$300,000 or more project. With that done, this writer would like to see a concerted effort put forth to bring the 104 at least to a cosmetic display condition. With appropriate donations of key materials and a generous dose of volunteer help, this could probably be done for under \$50,000. Besides, once the 2353 is finished and running, the *Steam Team* will need a new project!

.....END.....

(The author wishes to thank PSRMA members and fellow historians **Bill Schneider**, **Larry Rose**, **Allen Copeland** and others whose research and detailed *REPORT* articles provided much of the information contained in this article. Bill provided some of the photos contained herein from his personal collection. Special thanks to member **Roy Pickering** for providing digitized archival photos from PSRMA's *Southwest Railway Library* research collection on CD)

Editors note: Dick Pennick has put together, for the first time, the definitive history of our old steamer 104 and at the same time, a pretty good history of PSRMA! Dick is perhaps the longest running volunteer we have. He was in on the formation of the organization back in the early 60's and is still on the board and a regular weekly participant in the operations department. I can remember being "accosted" by Dick at a Museum booth set up in the Grossmont Shopping Center in La Mesa in 1974. His Museum "song and dance" was hard to resist and I decided to fill out a membership application that he was waving in my face. A year later I had been "hornswoggled" into the Museum's General Managers job and was on the Board of Directors! Dick essentially challenged me to continue playing with my selfish model trains or to do something to save real railroad history for future generations. Some choice! This guy can sell block ice to Eskimos!

PSRM Casts and Rebuilds Rare Coupler

Ted Kornwiebel and his restoration troops have carried restoration to new heights. They have built an old time "Janney" coupler on our antique wooden RS&S "Jim Crow" combine almost from scratch. Starting with a coupler shank and no knuckle or linkage on one end they used the one on the other end as a pattern and cast a replacement. **Harold Whalen** made the wooden casting pattern as illustrated in Report No. 277. Harold has now manufactured replacement coupler linkage. **Tom Walker** and **Fred Carnathan** helped with the machining of the coupler itself as soon as we got it from the foundry.

Somewhere in it's movie lot travels the car lost it's coupler on one end. Maybe Tom Mix took it or maybe Gene Autry? Whatever the actual story, Ted, Harold and the boys have put everything back in order. Ted found out some interesting things about standardizing of coupler designs in the railroad industry in the 1880's when our car was in regular service on the Pennsylvania Railroad. Here is what he found from the author the 1997 Car Builders Cyclopedia, Dick Dawson:

"When I was writing the section on couplers, draft gears and hydraulic cushioning devices for the 1997 Car & Locomotive Cyclopedia, I came across a reference to a manufacturer who advertised in the early 20th century the availability of 119 different designs of coupler knuckles. This reflected a key problem with the "standard" knuckle couplers then in use.

When the Master Car Builders Association adopted in 1888 the coupling face contour lines of the 1879 Janney coupler patent, they ensured that all couplers built to the MCB standard would be able to couple with each other. They did not, however, standardize the dimensions of the various parts of the coupler - the knuckle, lock, interior of the coupler head, etc.

Consequently, all cars equipped with MCB couplers could operate together, but maintenance of those cars in interchange became a real problem. When a car showed up at a repair track with a defective knuckle or coupler that the shop did not stock, the shop had two undesirable options - send the car home for repairs or wait for compatible parts to be shipped to the car.

Consequently, the MCB Coupler Committee asked the coupler manufacturers in 1911 to cooperate with the Committee in the development of a coupler, all of whose parts would be interchangeable regardless of manufacturer. After reviewing nine submitted coupler designs, the MCB selected two, submitted by American Steel Foundries and National Malleable Castings, for further development. The revised National design, the Type D, was adopted as the new standard coupler in 1916. A licensing arrangement was developed by the coupler manufacturers under which all had access to each other's patents and all could produce the

standard coupler and its parts. While the D coupler provided a number of benefits relative to prior couplers, such as greater strength, its primary benefit was the complete interchangeability of all parts.

Further development led to a coupler which offered significant advantages relative to the Type D but whose parts could not be made interchangeable with those of the D. This became the Type E coupler which was adopted by the ARA (successor to the MCB and predecessor of the AAR) in 1930 and advanced to Standard in 1932. 74 years later, the Type E is still the most widely used coupler. Today's E couplers are improved in many respects, such as the use of higher grade steel, but the parts are still interchangeable with those of a 1930 coupler. Passenger cars now use interlocking couplers based on the AAR Type H and rotary dump cars use Type F interlocking couplers, but the vast majority of freight cars built today are equipped with Type E couplers with shank lengths appropriate to the car configuration."



Here is a photo of **Harold Whalen** with the new release linkage he made for the replacement coupler on our 118 year old wooden combine. **Ted, Harold, Joe Shelly** and **Frank Stites** have been working on the ancient ark every Saturday for more than a year now and it's really starting to look good. Harold also rebuilt the doors to the car. One of them had been kicked in by vandals before the car was moved to campo in 1981. The RS&S combine and the Dardanelle and Russelville coach have been under cover since they were moved to the Museum but have never received any care till now. Harold stained the patches he made on the original doors to an exact match of the old stain and varnish color.

Hanging around Harold and the restoration team is a great learning experience. All are welcome. See Ted Saturdays at Campo to see how its done or get involved. No prior railroad experience is required. Railroad restoration work is mostly a little elbow grease and a fierce determination to see the project through to the end while remaining true to history with as few compromises as possible. Saving a major piece of the past is fun and rewarding work. Ted and his small group of zealots will show you how. If enough participate more projects can be taken on. We have a yard full and you get to work in the shade with great people. Y'all come!

EDMUND JOSEPH KALLRIGHT

CHIEF CONSTRUCTION ENGINEER OF THE SD&A RAILROAD

A history compiled by **Bruce Semelsberger**, PSRM library activist and resident historian

Of the major contributors to the building of the **San Diego & Arizona Railroad**, the Chief Engineer, Edmund J. Kallright is possibly the man of whom the least is known. Photographs—including him have been rare and the bulk of what is known has emerged from the correspondence with SP chief engineer William Hood. Since most of that is concerned with employee and engineering problems, it does not reveal much about the facts of his personal life. In order to present a better picture of the man and his accomplishments, I did a little research and discovered the following.

Edmund Joseph Kallright entered this world on April 9th, 1862 amid the turmoil of the Civil War. His parents were German immigrants who had settled in Manitowoc, Wisconsin. He had at least one sibling, a presumably younger sister Eugenia. Information contained in the 1930 census is inconclusive about his education. While high school and college are listed as not completed on the form, it is difficult to imagine his being hired by Southern Pacific as an engineer without some level of formal education. It is possible he graduated in the San Francisco Bay area, since that is where his sister resided and where he gained his first employment, and he may have minored in literature or music as these appear to have been talents and lifelong interests.

He was hired by the Southern Pacific office in San Francisco as an assistant engineer in construction in 1886 and remained there until 1895, working under legendary SP Chief Engineer William Hood. In 1895 he resigned his position with SP to work on the San Francisco & San Joaquin Valley Railroad, a competing project of Claus Spreckels, the sugar king (and father of John D.) as a full engineer under Chief Engineer William Benson Storey, another ex-SP man.

Spreckels had begun the project in order to break the SP monopoly and associated high freight rates. Sons John and Rudolph also pledged \$100,000 each to the project. This line, when completed, would connect San Francisco via the San Joaquin Valley with Bakersfield and hopefully to the Santa Fe system. Since Claus Spreckels was not a railroad man himself, he hoped to interest the Santa Fe management in acquiring and completing the line once it was well underway. The Santa Fe stockholders approved the sale in December of 1898 after an agreement was reached with SP for the lease of the tracks through Tehachapi, and the Santa

Fe management retained the SF&SVJ engineers to complete the line to the San Francisco Bay.

This final phase of construction required several difficult tunnels and provided vital experience for the young Kallright. In 1900, following completion of the SF&SVJ, he worked on the North Shore Railroad, which later became the Northwestern Pacific, gaining further valuable experience in mountain railroad construction and tunnel construction. The line was a joint project of SP and the Santa Fe, and Storey was again the Chief Engineer. In 1907, possibly because of his previous connection with the Spreckels interests, and presumably because of his engineering qualifications, he was hired by **John D. Spreckels** as chief construction engineer for the **San Diego & Arizona** and re-located to San Diego.

The initial listing in the 1908 city directory shows a single man renting a room near First and Ash, but by 1909 he has acquired a wife, Virginia Fletcher, and purchased a home at 1548 Fifth street. Whether the now 47 year old Chief Engineer attracted a 28 year old wife from among the local ladies or brought her from San Francisco is unknown, as her census listing shows only that she was born in California to American and Spanish parents. By 1914 the couple had settled in for the long term and purchased their final dream house at 2442 Fourth Avenue, where they would remain until their deaths. No children are mentioned in any of the records, but Virginia's sister's son Arnold came to San Diego and may have stayed with them sometime during his residence.

It is doubtful that Mr. Kallright originally thought this job would last as long as it did, given the relatively short length of line to be constructed, but when he eventually saw what lay ahead in the Carrizo Gorge he was forced to revise his estimates. Letters written during this period between Kallright and SP chief engineer William Hood reveal that the unfavorable events of flood, war, pandemic and foreign revolutions, as well as chronic labor shortages, constantly pushed the completion date for the railroad off into never-never land.

He also faced the additional difficulty of concealing all connections between the two railroads, as Harriman, President of both the SP and UP, was under investigation by Theodore Roosevelt for anti-trust

violations and did not want to be viewed as expanding his empire. Thus, all paychecks were signed by J.D. Spreckels.

Although backed with SP money from the beginning, even the SP logos were removed from all tools supplied to the labor force. Kallright maintained constant surveillance to assure that curious reporters were kept away from all construction areas, and was often forced to complete his engineering work at night after supervising construction all day. The soft rock tunnels with timber linings were another item with which he had little previous experience and the slow progress was a great source of frustration. A lack of available personnel With proper training resulted in his being required to personally supervise work far more than was usual. Nonetheless, the tone of all of his correspondence stayed professional and matter-of-fact, even if not optimistic. It is certain that the driving of the golden spike on the SD&A was as great a relief to him as it was to his employer.

Upon completion of the SD&A in November 1919, Kallright retired and was given the title of Consulting Engineer, which he held until 1926. He was recalled to consult in 1920 when problems in tunnel seven in the Carrizo Gorge closed the railroad for several weeks. His ultimate successor was **Carl Eichenlaub**, who had started with the company as a "gopher" on construction sites and wound up in charge just in time to handle the disasters of 1927 through 1932, when fires, floods and landslides required extensive modification to the original Kallright design.

During his retirement, Kallright pursued his interests in music and writing and was voted Poet Laureate of the San Diego Writers Club, a group which met in Balboa Park and later the Hotel Churchill after being founded in 1915. Its purpose was to provide a forum for budding authors to share ideas and encourage them in attempts to publish their works. He was also active in the local Elks Lodge from 1908 through the end of 1940, when his poor health confined him to his home. Virginia died in May of 1930 at the age of 49 and was interred at the Greenwood Cathedral Mausoleum. City directories up to the late 1930s continue to list his occupation as civil engineer, but the last few years the listing changed to "mechanic."

It could be that finances got tight during the Great Depression and he was forced to work despite his advanced age, or perhaps he was just bored with living alone and got a job of some sort in the neighborhood. He died at age 79 of natural causes on February 15th, 1942 in a San Diego hospital and was interred at Greenwood Cathedral Mausoleum alongside Virginia.

According to the obituary in the San Diego Union, he was survived by his sister Eugenia March And by E.T., a relationship unstated, of Geyserville, California. Also listed are two nephews, Arnold C. Smith of San Diego and Victor March of Los Angeles. Born in one war, deceased in another, he helped build for the public good in between just another of those unknown heroes who left a rich legacy for the future.



Edmund Kallright (right) poses with the motor car operator somewhere in Mexico during construction of the SD&A about 1915. Photo is from the Lloyd Norris (former SD&A locomotive engineer) family scrapbook at the Bonita Museum.

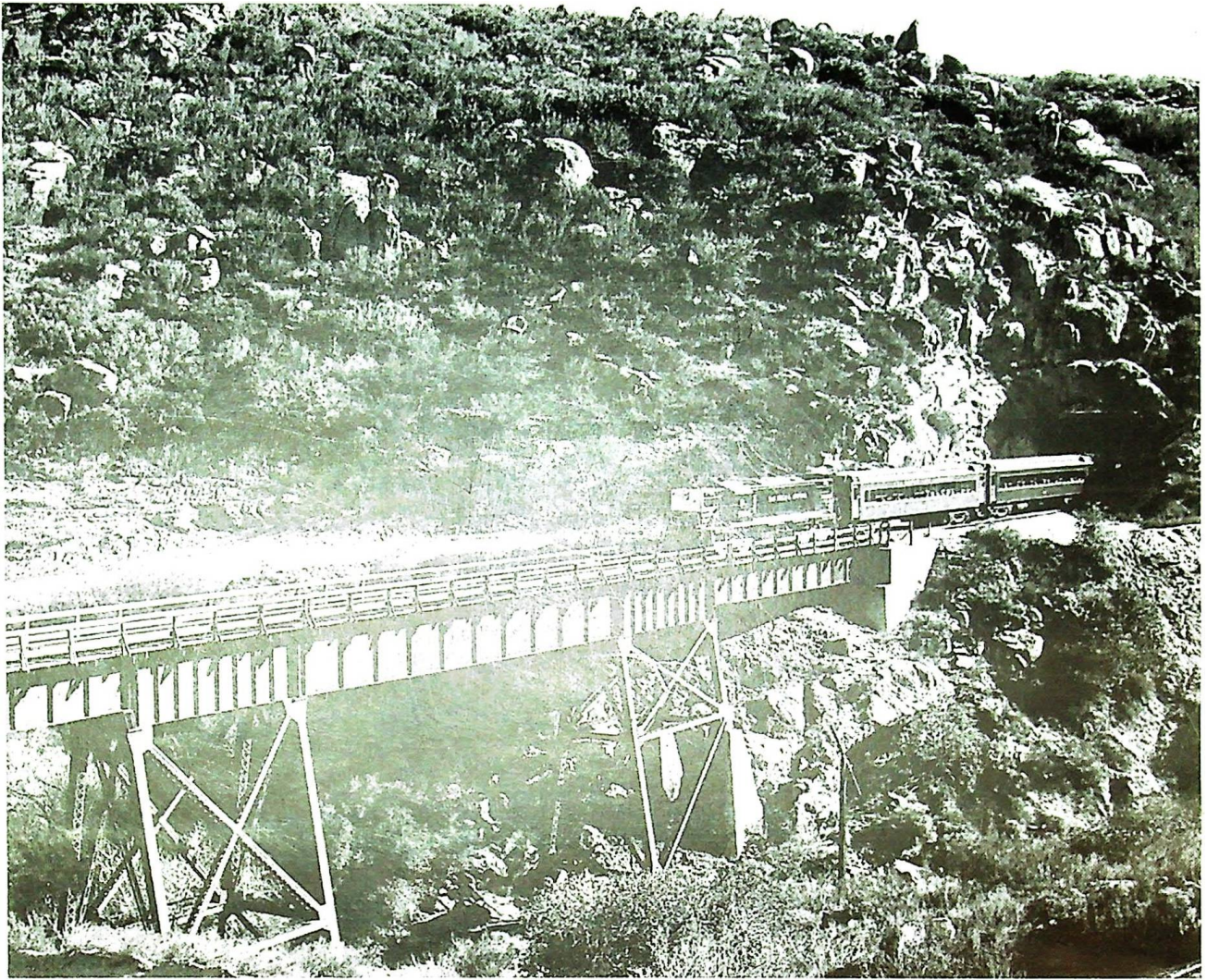
Editors Note : As far as we know this is the first history of this important San Diego railroad man ever compiled. Bruce has done a splendid job considering that our extensive library has been in storage since we were kicked out of the downtown Santa Fe Depot in January of 2003 by the Museum of Contemporary Art. Bruce has a natural nose for this kind of detective work and always seems to find a way to dig out the story.

REPORT

This issue of the PSRM newsletter was funded by Gold Spike Member **Capt. W.B. Lester**, USN Ret., by **Herbert G. Kehr**, retired RPO Clerk and PSRM Life Member No. One, and **Charles and Janet Finney**. Our sincerest thanks to all!

Larry & Tanya Rose, editors
PSRM, LA Mesa Depot, 4695 Nebo Dr.
La Mesa, CA 91941

e-mail: railrose@aol.com phone: 619-469-3064
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Brush Fire Shuts Down Our Connection With Tecate and San Diego

This photo shows a Museum excursion train returning from Tecate, Mexico, about 1991. Imagine this hillside and bridge gone up in smoke. That's what happened in mid September when a brush fire originating in Mexico, on the other side of this hill, turned this area into a denuded wasteland. The tunnel portal to the famed "International Tunnel" is now gone and the entrance partially caved in. The ties and railing on top of the Campo Creek bridge are totally gone as well, leaving only twisted and broken rail, distorted and ruined by the heat. (See the October issue of our sister publication **Hot Scoop** for a photo of the damage) This has been a severe blow to our excursion income stream and has also cut off the freight operator, **Carriso Gorge Railway**, from their destination for goods picked up at Plaster City and their Union Pacific connection.

The fire was a devastating blow to both organizations but the local paper, the San Diego Union & Tribune, and local TV media, never mentioned this. They covered the fire that burned for only a few days saying that only "one unoccupied structure was lost." The local media typically misses the big picture every time but this was ridiculous. It seems the Railway Museum and the freight railroad are still the best kept secrets in San Diego County. How the repairs will be paid for is still uncertain but the Museum has offered our locomotive crane and supplies to CZRY if they can do the repairs estimated at about \$250,000. The steel plate girders, laid up in 1914 with the factory lettering for "Llewellyn Iron Works" still visible, are in good condition and survived the fire with minimum damage. New special bridge ties, new rail and new decking and hand rails will be required to get it back in service. In addition, another hundred feet or so of ties were lost just to the left of the picture, past the end of the bridge.

Several special Tecate excursions the museum had scheduled had to be cancelled and lots of ticket cash returned to those that were eager to ride this popular trip. This disaster can be overcome in time but is the kind of trouble our all volunteer museum will be hard pressed to make right anytime soon. Where is our sugar daddy when we really need him? Only cash, and lots of it, can compress time. We have struggled hand to mouth at Campo for 24 years while the modern art museums gets millions from local businesses and their charitable trusts. We just don't schmooze at the right cocktail parties. One of these days we are going to have to learn to play the game. Another fire like we just had and we'll be out of business.

L. Rose