



Sept/Oct 1994

# REPORT

Vol. 247

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

## 75 Years Ago: A Day of "Great Jollification"



**John D. Spreckels drives the Gold Spike of the San Diego & Arizona Railway in Carrizo Gorge on November 15th, 1919, giving San Diego its "Direct Line East" after 60 years of frustration, and giving Spreckels the "happiest moment" of his life. The "Great Builder" was 66 at the time. It was another 15 days before the tracks were ready for the first through trains. Photo - SD Historical Society (Photograph Collection)**

## SD&A Though Service: The Beginning and the End



**A GLORIOUS BEGINNING:** The first through westbound train on the SD&A arrives in San Diego on December 1, 1919 behind SP #2708, with SD&A Combine #175 the first car, and Spreckels in the locomotive cab. Photo - SDHS



**THE END OF THE LINE:** The last through eastbound passenger train on the SD&AE prepares for its 7:05 am departure from San Diego behind SP #2373 on a drizzly January 11, 1951. Photo - M.S. Smith

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## Facilities Update

By Steve Wade, Superintendent of Facilities

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*I am constantly searching for the perfect words to describe what goes on within our Museum. It's heartening to see so many individuals working towards a common goal. After traveling across America and visiting several other Museums, I have a renewed appreciation for the work we do right here at home.*

★ **PERSEVERANCE** - I would use this word to describe one's ability to withstand the onslaught of Heat, Dust, Mosquitoes, and still return, time and time again, until the job is done.

★ **CHARACTER** - The entire spectrum of Characters can be found on any given weekend. All the world is "indeed" a stage!

★ **INSPIRATION** - To be found in the faces of the thousands of visitors and friends who come out to see the "Impossible Railroad" and hear why we do what we do.

★ **COMPASSION** - Something I see around every corner.

★ **LOYALTY** - To all those that have gone before us. Who at one time or another helped to build what we are and will be.

★ **JOY** - That exact moment in time when the trains arrive back in Campo, filled with excited children (of all ages).

*After traversing our great nation (what a beautiful front yard we Californians possess!!) with its myriad of cultures, its breath-taking vistas and a spirit within its people the likes of which I had never experienced.*

*Wait a minute...I didn't have to travel 9,500 miles looking for something I couldn't define. That's the word SPIRIT.*

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## SD&A Railway Celebrates 75th Anniversary

By Dick Pennick

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**S**eventy-five years ago November 15th, the **San Diego & Arizona Railway** was completed between San Diego and the Imperial Valley. John D. Spreckels, who put a great deal of his personal fortune into the 12 year venture, drove a gold-plated spike into the final tie east of Tunnel 8 in Carrizo gorge. The spike was engraved "Last spike driven, San Diego & Arizona Railway Co. Carriso Gorge Nov. 15 1919" on one side. The other side was inscribed "Spike driven by Mr. John D. Spreckels, President".

Five hundred and eighty lucky San Diegans had scrambled to purchase the limited number of tickets at \$7.50 each to ride the special 10 car train from San Diego to the scene of the ceremony. The *Gold Spike Limited* had left Union Depot at 7:45 on this Saturday morning, 75 years ago, headed by SD&A 2-8-0 Consolidation #102, a 1914 Schenectady ALCo product fitted with a 10-whistle steam calliope atop its cab.

In 1969, the PSRMA was loaned the spike driven on that historic day by the descendants of an old-time San Diego railroader, SD&A Roadmaster C.A. "Buddy" Vincent, to whom it had been given by Spreckels, on the occasion of the 50th Anniversary of the spike-driving. It was displayed at the downtown library and a number of banks in the country before being returned several years later. On September 14, 1992, it was donated to the SDRM by Mrs. Barbara Frasier, Vincent's granddaughter.



### AN APOLOGY

We at the San Diego Railroad Museum apologize for the lateness of the REPORT, which is due to circumstances beyond the Editor's control. Publication of the July/August edition was held up until a decision was made in mid-September on Campo-San Diego trips and further delayed to await special museum flyers, which were not completed until November due to changes and heavy workloads. The outdated July/August Volume 246 was then cancelled. Some articles submitted will appear in future issues. This edition was compiled quickly in order to feature the SD&A and the celebration of its 75th Anniversary of Completion.

## Historic SD&A Combine Alive and Well At OERM

By Bill Schneider

**H**ow would you like to ride in a passenger car from the original San Diego & Arizona Railway now? You can at the Orange Empire Railway Museum in Perris, CA! The only surviving and operating piece of rolling stock from the original SD&A, Baggage/Express/Coach #175 is owned, displayed, and occasionally operated by the OERM.

It was the first car on the first through SD&A passenger trains, and the last passenger car on the SD&AE's last passenger and mixed trains. Never lettered for another railway, it carried only one number its entire career.

Built in 1914 by the Pullman Car & Manufacturing Company for the Southern Pacific, this Class 60-CE-1 steel car was delivered on April, 1915 to the SD&A. It was one of SD&A's first two steel coaches acquired new. It has a Harriman arch roof, vestibule end windows, track lights at the coach end (added later for service at the rear of mixed trains), and 4-wheel trucks with Symington and National Coiled Spring bearings. It weighs 105,200 lbs (52.6 tons) and is 66'6" long. The car originally seated 36, but the dividing bulkhead was moved toward the coach end, and it now seats 20 in rollover double seats, plus two in a bench seat opposite the coach end restroom.

The baggage/express room has a desk, sink, toilet, Estate "Smoke Consumer" stove, and pigeonhole mailboxes marked with communities along the SD&AE's route. The car is Pullman green with gold lettering, white grab rails, and light green interior with white ceiling. Its black roof has been repainted with a dark red anti-rust primer.

Numbered SDA #175, the combine's first use was on excursions from San Diego to Agua Caliente (Tia Juana Hot Springs), and later in regular service to Campo. On November 30, 1919, it was on the SD&A's first through San Diego-El Cajon eastbound train. On December 1st, it was the first car on the first westbound train, just behind SP locomotive #2708. The train was greeted by huge crowds including the Governor, Mayor, Admirals, Generals, and other dignitaries on its arrival at San Diego's Union (Santa Fe) Depot. A rare moment of glory!

For 45 years, the car moved people, baggage, and express in unnoticed steam-era service. It was reletter SDAE #175 after the SP acquired the SD&A and renamed it in 1933. The combine also served on other SP lines and was in mixed-train service at Marysville, CA in 1937.

On January 11, 1951, SDAE #175 was on the last passenger train from Calexico to San Diego, led by T-2 Ten-Wheeler SP #2383. It arrived in San Diego at 11:30 pm, ending over 40 years of passenger service without a single passenger fatality.

Mexican authorities withheld permission to end passenger service in Mexico, so SD&AE combines #175 and #174 continued in San Diego-El Centro service as "caboozes" on the rear of SD&AE freight trains. Part of the baggage/express room served as a conductor's office and the coach section carried passengers between Tijuana and Tecate. This unusual freight /mixed /freight service using passenger cars ended in December, 1959, when caboozes replaced the combines. "Mixto" service ended in 1963.

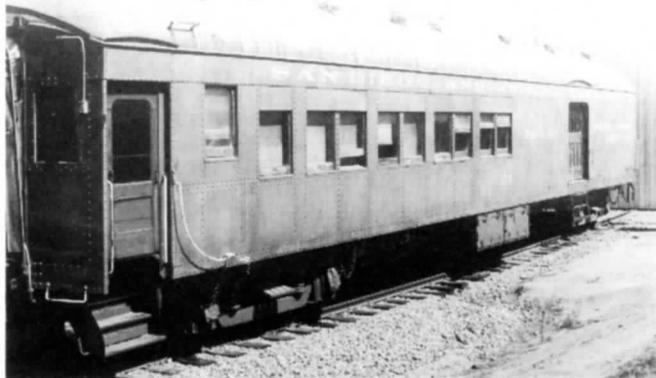
SDAE # 175 was last serviced October 6, 1959, in San Diego. It was moved to El Centro on March 6, 1960, and was the last SD&AE passenger car to operate on the line. A few rail buffs (including future PSRMA founder Jack Stodelle) boarded in Jacumba with tickets, the SD&AE's last revenue passengers in the USA! SDAE #175 and 60 foot Harriman coach #208 were transferred to the SP and stored on a siding in Calexico in July, 1960. Com

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TO <i>El Centro</i>	<i>SDAE</i>
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G. B. PETE. ISON Vice President San Francisco, Cal.	
RAID WHALLEY & COMPANY, CHICAGO AND NEW YORK PRINTED IN U.S.A.	

One of the last tickets issued for travel in the U.S.A by SP's SD&AE. Written on SP stock, it was used by PSRM founder Jack Stodelle March 6, 1960 on the last through run of an SD&AE passenger car (#175).



*Special Thanks to Ray Ballash for his assistance. Other sources include inspections by the author (a PSRMA and OERM member); past RHS/PSRMA DISPATCHER and OERM GAZETTE issues; San Diego & Arizona: The Impossible Railroad by Robert M. Hanft (Trans-Anglo Books, 1984); and photos in the SDRM Research Library's Jack Stodelle Collection*



SD&AE coach/baggage/express combine #175 at the Orange Empire Railway Museum at Perris on October 3, 1992. The steel plates have been removed and glass again installed in the end windows. Photo by B. Schneider

bine #174 was transferred to the SP that same month and sent to New Mexico.

SDAE #175 and #208 were sold and delivered by the SP to Finkelstein Steel in Los Angeles for scrapping in 1961. Rail buff, photographer, and author Ray Ballash saw them alongside Alameda Street, and purchased SDAE #175 from Charlie Finkelstein in August, 1961 for \$1000. A founder and Board Chairman of the Orange Empire Trolley Museum (now OERM), he moved SDAE #175 and a Pacific Electric car to Perris via the Santa Fe, and later donated it to the OERM.

Ballash replaced the glass in the car's end windows (plated over by the SD&AE), replaced rotted baggage room wood flooring with plywood, replaced its missing seat cushions with green and red vinyl ones from old Harriman cars in the Purdy scrapyard, repainted its interior, and painted its black roof with a red anti-rust primer. Roof repairs were made to SDAE #175 in the 1980's. The car was cleaned and its floor repaired in April, 1991, and wooden benches were installed in its baggage/express room to accommodate additional passengers.

The car was used on steam-powered OERM mixed trains from Piñacate Station to Perris on May 26, 1991 (its first use in 32 years) and on other special occasions, usually during the OERM's spring and fall Rail Festival weekends. On October 3, 1992, OERM members conducted visiting SDRM members on a tour of SDAE #175 and ex-ATSF RPO #60.

SDAE #175 remains much as it was in its final service years, giving all who visit or ride in it the "feel" of the local "blue-collar" railroad on which it worked long and hard in both glory and obscurity! Thank you, Ray and OERM, for saving and preserving it!

# Just In Time For The 75th!

by Kay Carter

The museum wishes to thank a number of members for their donations towards the purchase and installation of a 33-foot flagpole for flying the national and state flags at Campo. The pole is of commercial grade tapered aluminum bolted to a concrete base, and is on the west side of Campo Depot. The flags are visible for quite a distance along Highway 94, and are flown when the museum is open to the public. Thanks go to William Niedrich for coordinating the project, and to the following contributors:

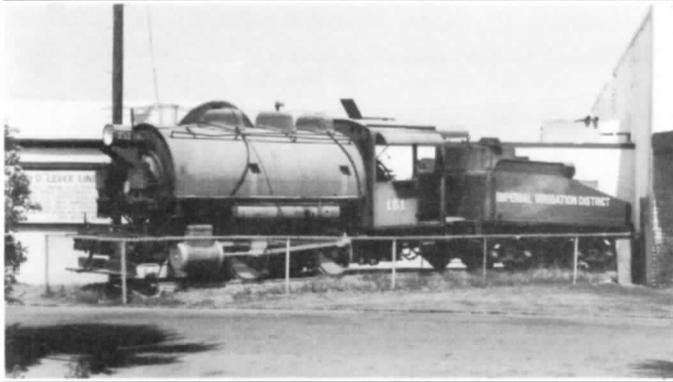
Paul Bortell, Rich Borstadt, Kay Carter, D.H. Chappell, Vernon Cook, Harry & Marilyn Doering, Gene Dramm, Terry Durkin, Jim Friedlan, Corinne Gallagher, Roger Garrett, Don Goetz, Bob Haney, Randy Houk, Denby Jones, H. L. Logan, Alden Morse, William Niedrich, Roy Pickering, René Scheuerman, Bruce Semelsberger, Dave Slater, T.D. Taylor, and Maryanne Thompson. Thanks also go to William Wagner, Jr., proprietor of Academy Flags, La Mesa. His efforts to provide the SDRM with a quality flagpole at very reduced price, delivered to Campo, are greatly appreciated.

### A SPECIAL THANK YOU!

The museum wishes to thank Lawrence Gutting and the Union Bank for assisting in making the 75th Anniversary Celebration possible! At its special October meeting, the Board of Trustees discussed and approved a Line of Credit from the bank to provide critical "gap funding" for this celebration. Reimbursement will come from both city and county Grants, which are provided on a reimburseable basis throughout the year. This agreement will allow immediate payment of allocated bills, and be repaid as Grant monies are received. It pertains only to expenditures approved for the 75th Anniversary Celebration, and will not exceed the Grants.

# IID "International" Locomotive Steaming At Campo

By Bill Schneider



**IID #151 on display at the Mid-Winter Fairgrounds in Imperial, CA in June, 1985. Photo - B. Schneider**

For the first time in years, the whistle of a steam locomotive can be heard at Campo this month. Though not an SDRM engine, it is, like the museum and the SD&A, both "regional" and "international"!

**Imperial Irrigation District #151** hauled trainloads of rock for 20 years on the IID's "Levee Lines" in Baja California. Now owned by the Imperial County Historical Society, it's pulling a shuttle train at Campo during the SD&A Gold Spike 75th Anniversary celebration following a lease agreement between the SDRM and the IVHS.

IID #151 is an 0-4-0 ST+T, meaning an 0-4-0 SaddleTank engine with a Tender. It was built by ALCo's historic Cooke Works in Paterson, NJ (as was E.J. Lavino #10) and delivered to the IID in October 1918. It cost \$21,316. Builder's #59389, it weighs 79,000 lbs (39.5 tons), has a 190 lbs boiler pressure, 14" x 22" cylinders, and 40" drivers. The oil-burner has running boards instead of a cowcatcher, and a headlight atop its smokebox. There's also a headlight on top of its slope-back tender, which probably came from **Southern Pacific**.

Originally numbered IID #1, the diminutive switcher was renumbered IID #151 about 1926. The district name was on both the locomotive and tender sides for many years, but is now only on the tender.

The Imperial Irrigation District was organized in July, 1911, and in 1916 took control of the bankrupt California Development Company. Its responsibilities included the maintenance of protective levees in Imperial County and Baja California. The Colorado River flooded much of this below-

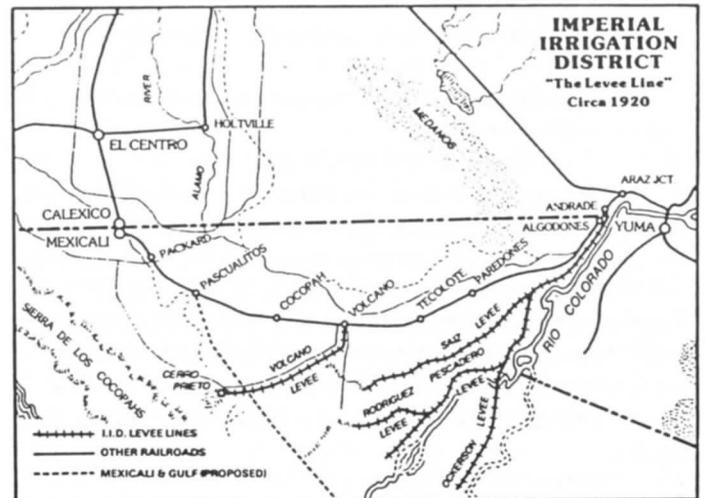
sea level area a decade earlier, and the IID levee lines were part of a \$4,900,000 flood control project along the then rampaging lower Colorado. After using SP equipment initially, the IID bought two locomotives, 50 side-dump ore cars, and several Bucyrus steam shovels in 1918, adding a third locomotive in 1922.

IID #151 hauled trains of ore cars loaded with 16 cubic yards of rock each along the Volcano, Ockerson, Pescadero, Rodriguez, and Sa iz levees in Baja California. The trains originated at a quarry on the U.S. side at Andrade, named for Alberto F. Andrade, Assistant General Manager of SP's **Ferrocarril Inter-California**. It was called Cantu after about 1920-22 by the IC, SD&A, and SP for B.C. Governor Esteban Cantu, a speaker at the SD&A Gold Spike ceremony in 1919. Many years later it was called Andrade again.

IID's Volcano Lake trains traveled 25 miles via trackage rights on the IC to the 5.48 mile Volcano levee line, later extended 6 miles to a quarry at Cerro Prieta. The extension was closed in 1921.

The other levee lines operated on IID tracks all the way from the Andrade/Cantu quarry, crossing the IC 1,600 feet north of the border. By 1929, the IID operated 45.50 mile of railroad, nearly all in Baja California. Completion of Hoover Dam in 1935 controlled the Colorado and reduced the flood threat. Operations on the levees ended in 1938, and the tracks were removed in 1938-39. It is estimated that IID trains moved and dumped 766,000 cubic feet of rock while it was in operation.

IID #151 was retired in 1946 and donated for display to the California Mid-Winter Fair at Imperial, CA in September, 1953. From 1957 to 1986, SP Ten-Wheeler #2353 and SP coach #2693 were also displayed there before coming to Campo. In 1993, the saddletank engine was restored to



**US Levee Rails Map in Mexico - J. Kirchner, Baja California Railways**

operation service by the Imperial Valley Historical Society, and pulled a train from El Centro to Calexico and across the border to the Mexicali Depot, running on a Mexican railroad for the first time despite 20 years of service in that country!

**FLASH!** Steve Bogdan of IVHS informs us # 151's tender was probably built in the 1860s. It was "square", but rebuilt into a slope-back in the 1890s by Southern Pacific. It's believed to be the only SP slope-back in existence today!



Information obtained from Baja California Railways, by John A. Kirchner (Golden West Books, 1988), and from the locomotive roster in that book by SDRM member P. Allen Copeland of El Cajon. *Thank you!*

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## Campo-San Diego Trips Postponed

By Denby Jones, Director of Operations

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On Monday, 29 August, the 75th Anniversary Committee met with myself, Richard Dick, Fred Byle (SD&IV), and Larry Williams to finalize our course of action for the 75th Anniversary Celebration train trip. After much very open discussion, it was decided to postpone the Campo-San Diego and return train rides behind steam until the early spring of 1995. Factors involved in this decision were the mechanical condition of our rolling stock, progress of the SP #2353 restoration, condition of the bridge at Rodriguez in Mexico, available daylight hours, and present internal considerations for the SD Trolley. This is just a postponement, not a cancellation!

### What does this mean to us?

- We have more time to prepare the rolling stock.
- SP #2353 can be completed, tested, and on-line **before** the big trip down the hill, which I'm sure will give everyone a greater comfort level.
- Steam crews will be able to get "hand-on" training on IID #151 before SP #2353 is completed.

Tentative plans are to have a major "Return to Steam" Celebration in late April, which will enable us to take advantage of warmer weather and Daylight Savings Time, and to avoid the rainy season (The bridge problem in Mexico was resolved, and the line just reopened).

The modification of plans does not mean the tasks at Campo are going to disappear. Even though the trip has been postponed, we still have a lot of work to do. Your continued help, physical and financial, is needed!

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## SD&A A Santa Fe Project ???

*This speculative news item appeared in the Topeka, KS Daily State Journal (in "Santa Fe Country") January 26 1907, six weeks after John D. Spreckels announced he'd build the SD&A east from San Diego (and didn't say who was backing him). It was sent to us by Santa Fe photographer/historian Frank M. Ellington of Colfax, IA. Thanks Frank!*

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### San Diego Short Line May Be Santa Fe Project; New Spreckels Road Will Reach Colorado River; New Coast Outlet!

It is said that the Spreckels railroad project from San Diego east to somewhere on the Colorado River, is in reality a Santa Fe project, and that it will be taken over by that system at the proper stage of the proceedings. That intimation has been thrown (*given*) out by railroad men who know something about what is "doing" in railroad circles in this part of the state, and some people who have studied the matter. "It does not seem at all improbable", says the San Bernardino Sun.

It is pointed out that when Spreckels built the San Joaquin Valley Railroad, that it was later turned over to the Santa Fe for its San Francisco line, and it is not impossible that the same proceeding may be followed in the San Diego line. While the Santa Fe may not actually be furnishing the cash to build the line, it is hinted that an agreement may exist whereby that system will be assured of the line when the time is right for taking it over.

The Santa Fe is building a line west in Arizona from near Wickenburg, and it has been said this line would connect with the present main line at Bagdad (CA), or near there. The information is now that, instead of swinging north after crossing the Colorado River, it would bend to the south and connect with the Spreckels line and thus provide a through short line to San Diego. This would give the Santa Fe a direct line straight to San Diego, with less of a grade than by way of the present line, and it would be possible to put on the line oriental steamers from the harbor to be operated by the new Santa Fe-Pennsylvania system, which seems to be a thing of the near future.

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*This imaginative report had some basis in fact! Santa Fe was building the "Parker cutoff" to its mainline at Cadiz (east of Bagdad), and was competing with Southern Pacific for a new low-level right-of-way from Phoenix east to New Mexico. But most of the story was wishful thinking by people with economic interests tied to the Santa Fe. It probably gave Spreckels and Edward Harriman of the SP --- which was funding the SD&A -- quite a laugh!*

...Bill Schneider

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## SD&A #104: Last "San Diego" Steamer

By Bill Schneider

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**T**he only survivor of the many steam locomotives owned by San Diego County railroads, San Diego & Arizona #104 is one of the SDRM's most prized artifacts. It was built by the Baldwin Locomotive Works in Philadelphia, PA as #23899 and delivered May 17, 1904. This Class C-8 (Class C-57-22/30-192-S for its driver and cylinder size, weight on drivers and Superheater) is a 2-8-0 Consolidation-type oil-burning road engine.

It originally weighed 206,800 lbs (103.4 tons), with 183,000 lbs on its 57" drivers, boiler pressure of 200 lbs, and tractive effort of 43,300 lbs. A Superheater added December 21, 1918, at Sacramento increased these to 216,700 lbs (108.35 tons), with 191,900 lbs on drivers, 210 lbs boiler pressure, and

45,470 lbs tractive effort. It has 22" x 30" cylinders, Stephenson Link valve gear, and is 38'5 3/16" long, 10'0" wide, and 15'8 3/4" high.

Built for the SP for \$17,969 and numbered SP #2720, the locomotive worked on SP lines until purchased by the SD&A March 25, 1921, for \$37,000 (paid in January 1922). Renumbered SDA #104, it was used in freight service and also on passenger runs, because it was the "...smoothest riding" SD&A locomotive, according to SD&A/SD&AE engineer and later PSRMA member Christian Brown.

Besides serving on the SD&A's San Diego-Campo-El Centro mainline, it pulled through trains via the SP to Niland, CA (connecting with the LA-New Orleans Sunset, mainly in 1922-26), and via Calexico, Mexicali, Algodones, and Cantu on SP's FerroCarril Inter-California subsidiary in Mexico (abandoned in 1959) to Yuma, AZ (connecting with the Golden State, Californian, Imperial, and other LA-Chicago and LA-New Orleans trains). Its tractive effort was appreciated on the SD&A, which started at sea level, climbed to 3,660 feet, and descended to -49 feet.



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SP #2720 (SD&A #104) helping SP #4459 on the westbound 15-car "Noon Daylight" (Train #97) out of San Luis Obispo at 20 mph on September 16, 1946 at 5:11 pm. Photo - J.W. Maxwell

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In 1923, SDA #104 was used in making a promotional film, Carriso Gorge, The Magnificent, and in 1926 was in the Goldwyn movie Red Lights, with Marie Prevost, Raymond Griffith, Johnnie Walker, and Jean Hersholt, filmed near Hipass. Elmer Hall was engineer, and Howard de France the fireman. Hall stated that some of the breathtaking scenes in Red Lights were too realistic for comfort!

Another serio-comic incident took place when #104 was pulling westbound train #3, the Golden State connection, near Matanuco, BC, with Christian Brown at the throttle and usually "very deliberate" Don Diebert firing. The left rear side rod suddenly broke close to the crank pin of the main, or third, driving wheel. The loose end was hurled around, knocking off the bottom of the air pump and striking the cab right under the fireman's seat. Diebert leaped across the deck and landed on top of Brown, "...the fastest I ever saw Don move!", said Brown.

SP acquired the SD&A in 1932, and in 1933 added "Eastern" to its name. The SDA #104 was relettered SDAE #104. Often used on other SP lines, it was in Pasadena in October, 1937, and Los Angeles in December, 1937, February, 1940, and January, 1941. In July, 1939, it was taken via Santa Barbara to the SP's Bayshore yards south of San Francisco at Brisbane for major repairs. Its Sunbeam headlight atop the front end was replaced between July, 1939 and February, 1940 by a Pyle National headlight with visor, placed slightly below center on the front of the smokebox face, which was painted silver about that time.

SDAE #104 was requisitioned by the SP May 21, 1941, on long-term lease "...for war duty" (although the U.S.A. was not yet in World War II), and given back its original SP #2720 number June 2, 1941. It served on several SP lines in World War II including the SD&AE, the Imperial County lines, and the Coast division. It was at San Luis Obispo on September 16, 1946, as a helper on the colorful postwar Los Angeles-San Francisco Noon Daylight steam-powered streamliner, and was also there in March, 1948.

SP #2720 was returned to the SD&AE in September, 1948, renumbered SDAE #104 again, and used in regular freight and enroute switching service, and in heavy switching in San Diego. Richard Dick, now a PSRMA member, was one of its firemen. When diesels came to the SD&AE in 1950, the Consolidation was leased to the SP again, retaining its SDAE #104 number. Sent to the bay area, it worked out of SP's Bayshore yards until retired October 18, 1954.

The SP knew it was the last surviving steam locomotive that had been owned by a San Diego-based railroad, and offered to donate it and former SD&A/SD&AE business car #050 Carriso Gorge to the City of San Diego. When the offer wasn't acted on, the county's first rail buff group, the Railway Historical Society of San Diego, led by Lyle Judd, Eric

Sanders, Jack Stodelle, and Doug Duncan (later PSRMA founders) arranged to have the locally-important artifacts donated to the Southern California / San Diego County Fair at Del Mar, and raised \$1,600 to move them to the fairgrounds. Freshly painted, with new classification numbers on SDAE #104's cab, they arrived in San Diego (stopping at Campo enroute) September 2, 1955, and were moved into fairgrounds September 27th. The railroading exhibit was dedicated June 24, 1956.

Staffed by RHS members each year at fair time, it was seen by hundreds of thousands of visitors for 27 years. The RHS, which opted not to sponsor an operating railway museum, experienced a decline in membership following the founding of the PSRMA in 1961, and became defunct in the 1980's. The 22nd District Agricultural Association (the fair operator) donated it to the PSRMA for removal and preservation on February 22, 1982. A plaque is to be affixed to the equipment, noting its donation by the Association, the RHS and the SP.

The locomotive, tender, and car were taken by road transporters to a nearby Solana Beach siding February 15, 1983, after the PSRMA raised trucking costs of \$10,000. They were moved free to San Diego by the Santa Fe and to San Ysidro by the Kyle-operated SD&AE, and were taken to Campo (where they're now on "home rails" again!) in August, 1983, on the PSRMA's first Great Freight.

Redesignated SDA #104, the locomotive was inspected, and some repairs made. Its deteriorated condition and the need to utilize limited museum resources on more easily restorable locomotives has delayed SDA #104's operational restoration, though that's still a long-term museum goal. Since 1992, SDA #104 has received additional repairs, and is being cosmetically restored for display at Campo Depot by museum workers led by Dick Pennick. It's the intent of the museum to restore to operating condition when personnel and funds permit.

Imagine SDA #104 double-heading a museum train with SP #2353! It will happen, we're already halfway there!



*Special Thanks are expressed to PSRMA Member P. Allen Copeland, who provided much of the information in this article through books, articles, and conversations. Other sources are the SDRM Research Library Collections; past **REPORT** and **DISPATCHER** issues edited by Eric Sanders with articles by Richard Dodge; personal inspections; photos from Al Rose, Stan Kistler, Gerald Best, John Maxwell, M.D. McCarter, Jack Stodelle, Harold Vollrath, Bob McNeel, and Larry Rose; and the following books; Southern Pacific Company: Steam Locomotive Compendium by Timothy Diebert & Joseph Strapac (Shade Tree Books, 1987) and San Diego & Arizona, the Impossible Railroad by Robert Hanft (Trans-Anglo Books, 1984). Thank you all!*

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## The San Diego & Arizona Railway -- San Diego's "Direct Line East "

By Bill Schneider

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**O**n November 15, 1919, the San Diego & Arizona Railway became the last U.S. transcontinental railroad link completed but it should have been the first. In the 1850's, many rail lines to the Pacific were proposed. The surveyed southern route from Vicksburg or Memphis to San Diego via El Paso, Tucson, and Yuma was the shortest and easiest, with lowest grades, least storms, and a fine harbor. However, sectional rivalry prevented any construction until the Civil War when a northern line was built. The Southern Pacific was built later, but from Sacramento via Los Angeles and Yuma to the east, bypassing San Diego. In 1885, the California Southern via Oceanside and Temecula linked San Diego with the Santa Fe. The original flood-prone line was abandoned in 1891. San Diego was left on a branch from Los Angeles! San Diegans found that intolerable, but it may have saved San Diego from "smokestack" industrialization.

Despite much clamor, many "paper railroads" and false starts (including one led by merchant George Marston), a "direct line east" didn't happen until the SP's Edward Harriman decided SP needed a connection to San Diego in 1905. To avoid political and economic problems, John D. Spreckels, the popular and wealthy San Diego business leader and owner of several local railroads, was asked to front for the new San Diego & Arizona Railway. Ground was broken near 18th and Main Streets by San Diego Mayor John Forward on September 7, 1907. Construction began on a 140 mile route from San Diego via Tijuana, Tecate, Campo, Jacumba, and Plaster City to Seeley in Imperial County, with trackage rights to El Centro and Calexico on the SP. A route through Mexico was chosen because of the easier grades and was named FerroCarril de Tijuana Y Tecate.

In September, 1909, Harriman died. New SP management cut off further funding and told Spreckels to buy out their interest. He refused, having repeatedly assured San Diegans the line would be completed. Spreckels continued construction with funds from the Spreckels Securities Company, which he and his brother Adolph owned. Many holdings were sold to finance the railroad, including Morena Dam, sold to San Diego for \$1.5 million. Litigation continued for years.

The first SD&A passengers rode special trains from San Diego to Agua Caliente, then known as Tia Juana Hot Springs, in July, 1910. In May, 1911, a 300-man Mexican Liberal force seized Tijuana and created difficulties for SD&A construction crews for a month until defeated by a Federal force. In early 1914, political tensions again affected construc-

tion in Mexico. Following cloud-seeding at Lake Morena by "Rainmaker" Charles Hatfield, flooding in January, 1916 badly damaged railroad right-of-way, equipment, and workers' camps along Campo creek. Informed of the damage, Spreckels said "Put it back!" The work crews did!

In September, 1916, the SD&A reached Campo and began service with connections to El Centro in 12-passenger White automobiles. The 600 foot Stony Canyon bridge 180 feet above Campo Creek was completed in April, 1918. It took 19 months to build this 12 mile stretch because of financial rearrangements with new, friendlier SP management; the merger of Spreckels' other railroads (including those to Coronado and El Cajon) into the SD&A; and seizure of all railroads and halting of construction by the U.S. government during World War I in 1917. Spreckels went to Washington, D.C., and in May, 1918, the SD&A was returned to its owners and allowed to continue due to its "strategic value", the only exception made.

After crossing Hipass at 3,660 feet, Jacumba was reached in July, 1918, and the final and most difficult section through Carrizo gorge (spelled "Carriso" by the SD&A) was tackled. The extreme heat, large drop in elevation, and 17 tunnels needed to get through the Jacumba mountains resulted in a \$4 million cost for this 11 mile stretch, and gave the SD&A the nickname "The Impossible Railroad". A deadly nationwide influenza epidemic also slowed construction.

On November 15, 1919, about 1,000 yards east of tunnel # 8 in the gorge, John D. Spreckels proudly drove the SD&A's gold spike, with a special trainload of onlookers present. Spreckels described the event as the "happiest moment" of his life. The \$286 spike was later given by Spreckels to SD&A Roadmaster C.A. "Buddy" Vincent, whose heirs donated it to the San Diego Railroad Museum in 1992. The total cost of construction of the SD&A was \$ 18 million.



Site of the SD&A's Gold Spike ceremony in Carrizo Gorge (spelled "Carriso" by the railroad) about 1000 yards east of tunnel #8. Photo by S.D. Historical Society

The first train to El Centro ran November 30th. The celebration really began December 1st, when the first west-bound train arrived at San Diego's Santa Fe Depot (called "Union Depot" while serving the SD&A/SD&AE) at 3:40 pm, with Spreckels in the cab of SP #2708. Thousands cheered and Mayor Louis Wilde shouted "Here comes San Diego's first real smokestack", referring to the expected arrival of new industry and the "geraniums vs. smokestacks" controversy. At a banquet in his Hotel del Coronado that night, Spreckels stated "Well! In spite of hell (and it was hell, believe me), a direct train slid into our Union Station ... and San Diego got what I had promised". Transcontinental Railway Week was proclaimed to commemorate the "direct line east" sought for over 50 years.

Trains soon ran to Arizona via SP's FerroCarril Inter-California from Mexicali to Algodones and the SP from Cantu to Yuma, where passengers changed to SP trains for the east. Other connections were made at Niland, north of El Centro. Though sleeping cars operated from San Diego to Chicago via the SD&A for many years, and periodically to New Orleans. Four cars purchased from the SP in 1922 were rebuilt as SD&A cafe-observation cars #01-04, and another as business car #050 *Carriso Gorge* for Spreckels' use. San Diego's "Great Builder" retired in 1923 and died in June 1926. He was described by Congressman George Burnham as "...the heart and life and nerve...of the city he loved and helped to build".

Agricultural products and through freights were the main source of income. The Agua Caliente casino/racetrack and lack of a paved highway to El Centro for many years helped passenger service. Ads extolling the scenery in Carrizo gorge and its "...large bores, exceptional light atmosphere, and continuous natural draft" in the many tunnels also helped. The 100+ degree summer temperatures, hot, smoky locomotives, and open windows (no air-conditioning!) caused some to say "SD&A" meant "Slow, Dirty & Aggravating". But it was an important transportation link for San Diego. It was never a money-maker, however, and was built 50 years too late!

The SD&A had many operational problems, mostly in Carrizo gorge, with washouts and landslides. On March 27, 1932, a slide blocked tunnel #15, closing the line until July 6th. A curving 633 foot timber trestle 185 feet high designed by SD&A Chief Draftsman Carl Eichenlaub (1895-1993) and costing \$319,771 was built across Goat Canyon to replace part of it. Engineer Christian Brown (1886-1978), later a PSRMA member, took his westbound passenger train through the tunnel a day before its collapse with only three inches between its Pullman car and the damaged timbers! He also ran the first engine over the new trestle when it was still without deck planks.

In 1932, the Spreckels heirs sold their half of the SD&A to co-owner SP. On February 1, 1933, the San Diego

& Arizona Eastern Railway was incorporated as an SP subsidiary. World War II brought huge traffic increases, but continuing deficits. After the war, autos and improved highways siphoned off the SD&AE's passenger business, which was discontinued on January 11, 1951, after over 40 years of service without a single passenger fatality -- an enviable record! Tijuana-Tecate mixed train service ended in 1963. On February 5, 1950, SP #5217 became the first diesel on the line, which was dieselized by the end of 1951 except for a few steam helpers.

From 1954 to his retirement in 1961, Carl M Eichenlaub was SD&AE Superintendent. A native San Diegan who had lost a leg as a teenager, Eichenlaub had worked his way up from SD&A errand boy in 1914 to Chief Engineer. He was present in 1919 when Spreckels drove the SD&A's gold spike. As Chief Draftsman in 1932, he adapted stock SP drawings to create the famed 15 degree curving Goat Canyon timber trestle high above the canyon floor in Carrizo gorge. This trestle was designated a Historic Civil Engineering Landmark in 1982. On July 1, 1970, the FCTyT was sold to Mexico for \$300,000, with the SD&AE to continue servicing and using it for appropriate fees.

Following heavy damage from tropical storm *Kathleen* on September 10, 1976, SP sought to abandon the SD&AE, but did not get ICC approval. In 1979, it rebuilt and sold the SD&AE west of Plaster City to the Metropolitan Transit Development Board of San Diego County for \$18.1 million. This was almost exactly what it had cost to build the line 60 years earlier! The San Diego-San Ysidro portion and the El Cajon branch were rebuilt for the San Diego Trolley light rail system, now being expanded. Freight service was operated by Kyle Railways until 1984, when RailTex, d.b.a. San Diego & Imperial Valley Railroad, became the contracted freight operator. Due to two burned trestles and the burning and collapse of two tunnels in Carrizo gorge, no trains have operated to Plaster City since 1983. The trestles and one tunnel have been rebuilt, but extensive and costly additional work is required before the line can be reopened.

As it celebrates the 75th Anniversary of its completion, this historic railway looks to the future as the high-tech home of the San Diego Trolley; a local and through NAFTA-connected freight carrier; and the rail link between Tijuana, Tecate, and the rest of Mexico. A LPG transfer facility and a landfill along its mainline have also been proposed. The San Diego Railroad Museum hopes it may also be used in the future by museum trains into Carrizo gorge, and along its water front South Bay (Coronado) Line, as well as being home to its "new SD&A" Miller Creek trips and occasional specials to Tecate, Hipass, and Jacumba.

Anything is possible on the SD&A...  
"The Impossible Railroad"!



Sources: *SDRM Research Library, SD Historical Society Research Archives, San Diego Public Library Newspaper Room Archives, Gold in the Sun and The Rising Tide by Richard Pourade (Union-Tribune Publishing Company, 1965 and 1967, San Diego & Arizona: The Impossible Railroad by Robert Hanft (Trans-Anglo Books, 1984), Baja California Railways by John Kirchner (Golden West Books, 1988).*

## SD&A #050 Carriso Gorge A Link With San Diego's "Great Builder"

By Bill Schneider

The most important car in the San Diego Railroad Museum's 86-piece rolling stock collection is **San Diego & Arizona #050 Carriso Gorge**. The business car of SD&A builder, **John D. Spreckels**, "the last of the great railway builders". Yet it nearly became a beach house, was almost scrapped, and was allowed to deteriorate badly!

The importance of this artifact on wheels stems from its rare beauty, the attention to detail in its construction, and its association with the San Diego & Arizona, the last transcontinental railroad line completed in the United States. To San Diegans, it is also a reminder of the man without whom the SD&A would never have been completed. John D. Spreckels, who built San Diego into a city and was described as "...the heart and life and nerve...of the city he loved and helped to build". He called the SD&A's completion his "happiest moment".

Like the SD&A, the wooden car began life under Southern Pacific auspices. It was built as a Class 72-0 buffet/smoker/observation car by the Pullman Car & Manufacturing Company at Pullman, IL in 1909. It was delivered to the SP on February 14, 1910, costing \$16,913. An expensive Valentine! Num-

bered SP #1733, it seated 15 in the buffet/observation room and 25 in the smoking room, which probably reeked of cigar smoke!

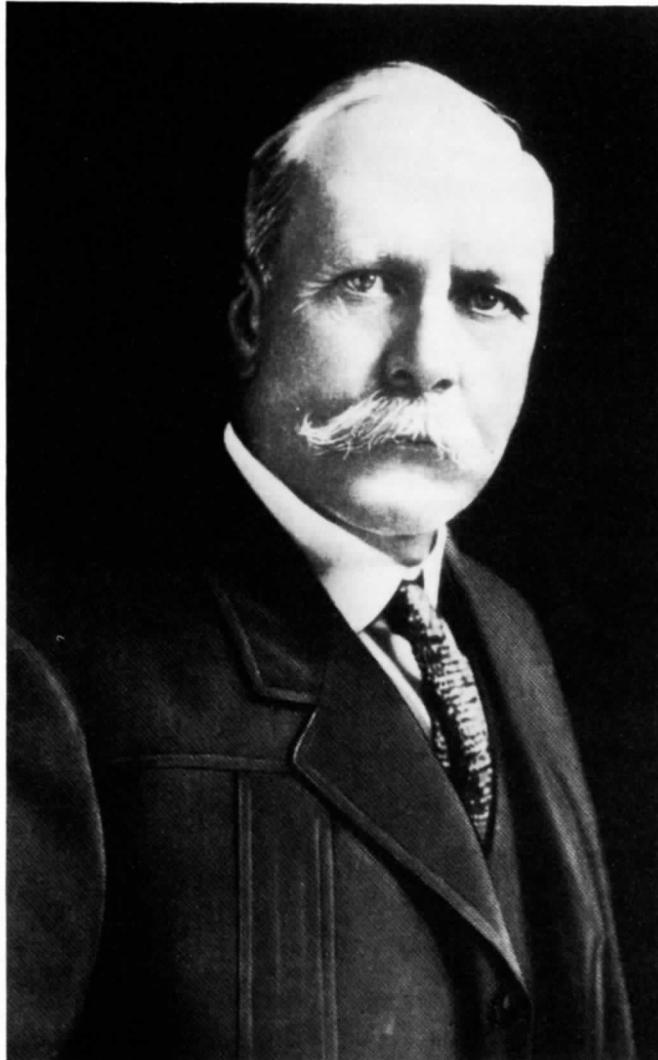
The car is 72'6" long, 10' wide, and 14'9" high, and originally weighed 127,900 lbs (63.95 tons). It has six-wheel trucks, ornate colored glass side & clerestory windows, and beautiful hardwood interior panels inlaid with stripe and flower patterns. It originally had both gas and electric lighting and a Vapor Car heating system.

On December 18, 1919, the newly-completed SD&A agreed to purchase SP #1733, then in the Sacramento, CA area, to "...provide suitable business car for President". It was sent to the SP-controlled Pacific Electric Railway shops in Torrance, CA in December 1920, and converted for the SD&A in 1921. It received a steel underframe and new furnishings. It was rebuilt with a solarium lounge, dining room, sitting room, bedroom with toilet and sink, a tub bath (Mr. Spreckels didn't like showers), office, steward's quarters with toilet, a shower, pantry, and galley. This conversion brought a new weight of 146,500 lbs (73.25 tons). Delivered in January, 1922, it cost the SD&A \$12,500 for the car plus \$26,452.50 for conversion, totaling \$38,952.50 (Years later this was revised to \$55,209.42 in the company's books, possibly for depreciation purposes).

Four other SP cars were converted into cafe / observation cars numbered SDA #01, 02, 03, 04. This car became SDA #050, named Carriso Gorge after the awesome gorge traversed by the SD&A, and the site of its 1919 Gold Spike Ceremony. It was the only SD&A car given a name.

"Carrizo" was the original spelling and today's official spelling for the gorge. However, the SD&A used the "Carriso" spelling popular at the turn of the century. Because of this, the SDRM uses "Carrizo" for the gorge, and "Carriso" for the historic car.

SDA #050 *Carriso Gorge* was used by Spreckels and other SD&A officials. A 1922 trip was taken to Seattle, WA. Even after his retirement in 1923,



John Diedrich Spreckels - "The Great Builder"

Spreckels used the car on a mid-1924 eastern trip. Company memos indicate he was not pleased with the frequent failure of the car's speed gauge and leaky water system, especially in desert areas! Spreckels died June 7, 1926, nearly 75 years old.

In 1923, SDA #050 was in the promotional film Carriso Gorge, The Magnificent, and was used on a publicity trip to New Orleans and the east by new SD&A President Armand T. Mercier (later SP President in World War II) to show films about San Diego, the gorge, and the SD&A to visitors in the car. He also used it on a 1928 Seattle trip.

SDA #050 *Carriso Gorge* was not used often, spending most of its time in storage. It was relettered San Diego & Arizona Eastern after the SP acquired Spreckels' half of the SD&A from his heirs in 1932 and renamed it in 1933. In November, 1937, the "Officers' Car" was put up for sale by SD&AE President F. L. Annable, as the company had "...little or no use for it". A few inquiries were received, including one from C. C. Palladine in Los Angeles, who considered using it as a beach home! But its depreciated value of \$20,271.91 was too high, and in May, 1938, it was decided to keep the car in service.

In August, 1940, it was leased to parent Southern Pacific and renumbered SP #101 *Tucson*. In April, 1945, long past its useful life, the old wooden car was saved from scrapping by conversion into a medical examination car. Renumbered SP #135, some of its ornate fixtures and interior walls were removed, medical facilities installed, and the interior (including inlaid wood paneling) was painted hospital green. The paint probably acted as a preservative and kept the car's wood from rotting during the 40 years of little maintenance. In 1951, SP #135 was permanently acquired by the SP, assigned to Dr. Sydney Talbot, and used as far east as El Paso, TX.

In 1955, SP #135 and SD&AE locomotive #104 were offered to San Diego by the SP instead of being scrapped. The city, not realizing their historic significance and with no place to put them or funds to restore them, turned them down. Some local railfans, who had earlier formed the Railway Historical Society of San Diego, arranged for their donation to the Southern California Exposition/San Diego County Fair, and raised \$1,600 to move them into the Del Mar fairgrounds near Bing Crosby Hall. They arrived in San Diego September 2, 1955 (via Campo), and were formally dedicated in June, 1956. SP #135 was renamed SDA #050 *Carriso Gorge* again, and illustrative material on rail activities was placed in it by the RHS, which staffed the car every year at fair time.

Visited by thousands of fairgoers over the next 27 years, the exhibit deteriorated from exposure to the elements. A sprinkler near SDA #050 caused severe damage to the roof and one side. Some RHS members formed the San Diego County Railway Museum (after 1963 the PSRMA), and after

that little maintenance was done beyond basic cleaning by the declining and aging membership of the RHS, which became defunct in the 1980's. In February, 1982, the 22nd District Agriculture Board, the fair operator, donated the equipment to the PSRMA and requested its removal.

After a year-long PSRMA campaign to raise \$10,000 for the move, the equipment was trucked to nearby Solana Beach in February, 1983. It was taken free of charge by the Santa Fe and Kyle-operated SD&AE to San Ysidro, and in August 1983 to Campo on the museum-run Great Freight. SDA #050 was then placed in the museum's carbarn.

Nonagenarian retired SD&AE Superintendent Carl Eichenlaub (first employed by the SD&A in 1914) visited the car in 1990 and discussed its layout with museum members. In 1993, a 1922 floor plan of the car was discovered in SD&A records saved from a dumpster in 1979 by museum members. It is a high-priority museum goal to carefully and professionally restore SDA #050 *Carriso Gorge* as close to its 1922 appearance as possible during the next several years, if sufficient funds can be obtained.

Hundreds of visitors walk through the car every weekend on guided tours, and are made aware of the legacy of John D. Spreckels and his SD&A "The Impossible Railroad". Through the medium of this historic and classic artifact, the museum is making the story of railroading especially the San Diego & Arizona Railway and its "Great Builder" come alive!



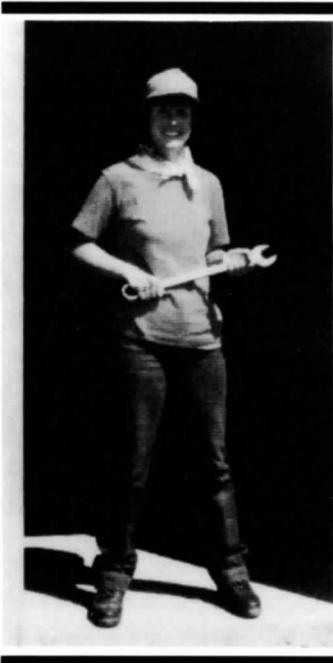
*Information for this article was obtained from SD&A/SD&AE records in the SDRM Research Library; SDRM Equipment files; past REPORT and DISPATCHER articles; and the author's railroading collection and inspection. Special thanks to the late Richard Dodge, Roy Pickering, Eric Sanders, Jeannie Jones, Dick Pennick, Rich Borstadt, Olivia Neece, Larry Rose, Ralph Barger, Will Whitter, and the late Jack Stodelle.*



**SD&AE #050 "Carriso Gorge" and SDAE #104 during a stop at Campo in September, 1955, while enroute to the Del Mar fairgrounds for display. Photo - J. Stodelle**

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## Museum Mourns Diane Ignatiuk



On September 30th, museum member Diane Ignatiuk was found murdered at her home in Lake Elsinore in Riverside County. To date, there have been no arrests, and the police investigation continues.

Diane was 48 on August 10th, and taught First and Second grade classes at the Tuscany Hill Elementary School in Lake Elsinore. Estranged from her husband, she had a son (now in the U.S. Navy) by a previous marriage. Diane was a nurse prior to becoming a teacher, and had worked in the emergency room of a hospital in Lancaster, CA.

Diane was raised in the Los Angeles Area. She often rode SP trains between Glendale and Bakersfield on family visits, and wrote about her memories of those trips. Her favorite locomotive was ex *Daylight* SP #4449, which she once worked a trip on. Diane joined our museum in March last year, attended steam classes, and became part of the Steam Team, working hard on the restoration of SP #2353 until her death. She also was a Trainman, and more recently a Brakeman Trainee on museum SD&A trains.

Following a service in Lake Elsinore, her remains were cremated. A special memorial service was conducted on October 17th for the children and staff at her school.

On Saturday, October 22nd, the museum held a memorial service for Diane outside Campo Depot at the end of the day's operations. Over 50 attended, some coming out just for the service. The flags were at half-mast, and floral arrangements and photo montages of Diane (mostly of her working at the museum) provided the centerpiece. The service was led by Jim Baker, who read scripture passages and led several Presbyterian-style prayers.

Many members stood up to pay spontaneous and often emotional tributes to Diane. A few of them:

"Her cheerfulness was special" ...

"She had an overwhelming fascination with the steam project...her enthusiasm was contagious" ...

"Who could resist that smile of hers?" ...

"She invaded your life" ...

"Diane was thoughtful" ... "If she said 'I'll do it...She did" ...  
"She enjoyed working with small children" ...  
"She loved taking pictures" ...  
"She helped others" ...  
"The last three or four months were her happiest" ...  
"Live life while it's here".

Thomas Lee noted her loss showed "We should get to know each other better...it's like a train wreck...you never expect it." As the service ended, a final grade crossing signal was sounded by SD&A #1809 ... *"We'll see her down the line"*.

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## Prominent Museum Member Passes

By Dick Pennick

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Mr. W. Graham Claytor, Jr., retired President and Chairman of Amtrak and former member of the San Diego Railroad Museum, succumbed to cancer at Blake Memorial Hospital in Bradenton, Florida on May 14th. He was 82.

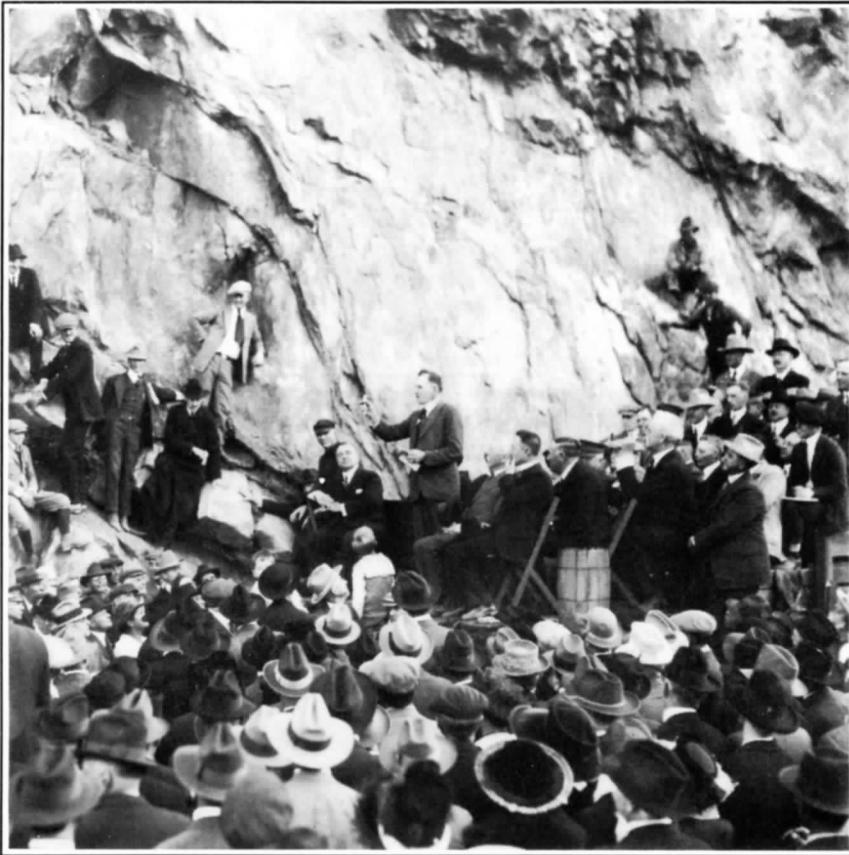
Mr. Claytor, a lifelong railfan who became president of the Southern Railway (now Norfolk Southern) in 1982, served the Carter administration as Secretary of the Navy and briefly as Secretary of Transportation and Deputy Secretary of Defense.

In 1964, he brought mainline steam operation back to his Southern Railway when he returned former Southern coal-burning 2-8-2 No. 4501 to excursion service. The Mikado is owned by the Tennessee Valley Railroad Museum at Chattanooga. When I first saw the 4501 up close and personal on a rainy winter day in 1963, it was a drab workhorse hauling 40-car coal trains as No. 12 on the 14 mile all-steam Kentucky & Tennessee Railway out of Stearns, Kentucky.

Claytor's brother Robert, the first president of the new Norfolk Southern, continued the steam tradition when he restored to service ex-Norfolk & Western 4-8-4 No. 611 and 2-6-6-4 No. 1218.

Earlier this year, Amtrak named the main concourse of the restored Washington D.C. Union Station in Mr. Claytor's honor. His former No. 1 man in charge of the Southern's steam program, Jim Bistline, was also a friend of the San Diego Museum and visited our Campo venue several times over the years.

Quoting a recent issue of the *Lexington Quarterly*, "Claytor was a devoted friend of railroad history". You will be missed, Mr Claytor. May your legacy live long and well.



**TOP PHOTOGRAPH:**

SD&A General Manager D. W. Pontius addresses the crowd and holds aloft the Gold Spike soon to be driven by John D. Spreckels, seated next to him.

Photo - SD Historical Society (Photograph Collection)

**BOTTOM PHOTOGRAPH:**

The international nature of the SD&A was noted when Baja California Governor Estéban Cantú spoke during the completion festivities.

Photo - SD Historical Society (Union-Tribune collection)

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**75th Anniversary  
of the  
Historic San Diego & Arizona Railway**

**Friday, November 25  
Saturday, November 26  
Sunday, November 27**



- Vintage Train Rides
- Lively Entertainment
- Silent Railroad Movies
- Guest Lectures
- Caboose Rides
- Special Tours
- Steam and Diesel Locomotives
- Food, Festivities & More!

Join us in celebrating the 75th Anniversary of the San Diego & Arizona Railway! A full weekend of fun at the Campo Train Operations and Visitor's Center.

**Event Hours: 10am - 4:30 pm  
Trains depart the Campo Depot  
12:01 and 2:30 pm**

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**Gala Dinner  
Friday, December 2**

**6:30 - 10:30 pm  
Santa Fe Depot Dinner including tours of private rail car, Strolling Carolers, Roasted Chestnuts and Flaming Plum Puddings.**

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A Division of the  
Pacific Southwest Railway  
Museum Association, Inc.



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**Report**

Official Publication of the San Diego Railroad Museum  
1050 Kettner Boulevard  
San Diego, CA 92101  
(619)595-3030



Editor: M. H. Hartjen  
956 Luna Vista Drive  
Escondido, CA 92025  
Phone: (619) 489-5366  
FAX : (619) 738-3744



Volume 247  
September/October 1994



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