



# INTERMEDIATE

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The Official Newsletter of the

San Antonio Railroad Heritage Museum, Inc.



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## Welcome to the new SARHM Quarterly Newsletter!!!!

It has been several years since we last had a newsletter publication, but now were back! In our newsletter you will find updates on projects such as status of fundraising, upcoming work days, and other information regarding the projects. Also found in our newsletter will be a list of events SARHM is participating in, regional train shows, SARHM work days, SARHM announcements and occasionally updates on our future plans!

Gary Rodriguez  
President/CEO

## MUSEUM REOPENING DAY

BY MARLA RODRIGUEZ

Saturday April 3, 2021 was our Reopening Day Celebration. We have had a 14 month closure due to the COVID Pandemic and the lockdown. It was good to be able to reopen. We had visitors arrive

before our official opening time of 10am. The day ended with a cook-out.

Our visitors came from San Antonio, Elmendorf and the surrounding areas, even some from deep South Texas. Two visitors were retired Southern Pacific employees, who had worked in the railroad Car Department here in the San Antonio Division. They brought with them a box of items to donate to the museum. We were also honored by the presence of our Alice Division Director, Marco Villarreal, his wife Kimberly and daughter. The Alice Railroad Heritage Museum, our newest division will be located in Alice Texas and will feature the

Texas Mexican Railway and highlight the San Antonio and Aransas Pass Rwy, then the Southern the Pacific, now Union Pacific and Kansas City Southern now serve the area.



Photos taken by Marla Rodriguez



## MUSEUM UPDATE

BY MARLA RODRIGUEZ

Even though COVID had the museum closed to the public, it did not stop the museum for

moving forward. Members, taking proper precautions, continued working on improving and the expansion of the museum and collections. Restoration projects and acquisitions of new items continued. Things slowed down a little but never stopped. The interior display section, received two new lighted glass display cases, one of which is an antique case. These made room to expand the existing artifacts and add

new artifacts.

The exterior display area was completely rearranged and spread out, expanding the area. New Displays have been added there including the beginning of the Museum's Garden Railroad.

The Business Car Alamo 127 has new displays inside as well as a full size mannequin Conductor. Work is also continuing on the restoration of the Alamo.



Photo taken by Marla Rodriguez

## SOUTHERN PACIFIC 127 “ALAMO” - Project UPDATE

BY GARY RODRIGUEZ

For those that may not know, SARHM was awarded a \$5,000 grant from the Union Pacific Foundation in 2020. The funds from this grant are to go toward the repainting of the exterior of the ALAMO. We have been slowly working on the exterior as both weather and volunteer time allows. So far, we have found more areas of concern that we were not expecting. The roof of the ALAMO needs to have many panels replaced; however, we are fortunate as most of the roof is screwed on, specifically in the areas where the air condition ducts were installed. For now, we are going to paint over the exterior of these areas,

but we will be returning to remove the panels one at a time, starting from the kitchen end.

Internally we have noticed an increase in the deterioration. The area with the heaviest deterioration is the kitchen end. Once the exterior cosmetic upgrades are completed, we will be turning our attention toward the kitchen. We will be formulating a plan on how to start the restoration process. We will undoubtedly be removing all of the kitchen and porters room areas to access the interior walls. New electrical will be installed at this time so that the light inside the ALAMO can be used once again.

Currently the wiring inside the walls is old cloth coated wiring and is subject to catching fire. The last thing we want is to lose the ALAMO to a fire that could have been prevented.

The real fun will start when we start working on the interior! However, we

need more help to get the exterior painted. Please get with our project coordinator, Tom Flores ([tom.flores@sarhm.com](mailto:tom.flores@sarhm.com)), to find out what the next scheduled work day will be on the ALAMO. The more hands helping, the faster the work will go!



Photo taken by Gary Rodriguez

## COTTON BELT (SSW) #1, “DIXIE” - Project Update

BY GARY RODRIGUEZ

Since the Union Pacific dropped the cars off back in February, we have only done one work session on the *Dixie* and that was mostly to cover over the graffiti that had been sprayed on the exterior. There is quite a bit of work that needs to be done. The number one item that needs to be dealt with is replacing the windows. All of the windows have been removed. The glass in the windows was completely ruined. We will need to replace it with new FRA approved glass.

Why do we need FRA glass you ask? Well, that's because out of the three cars SARHM owns, the *Dixie* is the only one equipped with Head End Power connections (HEP).

This puts the *Dixie* closer to being Amtrak compatible than any of the other cars. The *Dixie* has also had all the old insulation removed, old wiring replaced and is ready for reassembly. To put it simply, the *Dixie* has had all the hard work done. Now all that is left is to complete the restoration of the interior.

The question of what we were going to paint the *Dixie* once restored has been brought up. Do we leave it in the SP scarlet red and aluminum silver or should we do something more “flashy”? Well, it has been decided that the *Dixie* will be restored back into her “as converted” scheme of the Cotton Belt version of the SP Daylight

paint scheme. This scheme will really make the *Dixie* stand out wherever she is. Plus, the SP 127 Alamo is already painted in the scarlet red and aluminum silver scheme, so why not do something different. Below is a photo of the *Dixie* shortly after being converted into a business car by Cotton Belt shop forces.

We will be creating a restoration schedule for the *Dixie* soon so keep watch on our Facebook page for updates. We also have a donation category for those wishing to donate toward the restoration of the *Dixie*. Go to our website and click on the donate button. We can hardly wait to get to work on the *Dixie*!!!



## MISSOURI KANSAS & TEXAS #402

### “MALLARD” – PROJECT UPDATE

BY GARY RODRIGUEZ

We are so very grateful to the Union Pacific Railroad (UPRR) for allowing us the immense honor of the ownership of the MKT 402 business car. Back when we were working on getting the SSW #1 Dixie cleaned up and ready to move, we found out that the MKT 402 was facing the scrappers torch. We reached out to Omaha and asked if we could have the car for preservation. In February of this year, the UPRR moved the MKT 402 along with the Dixie out to Alamo Junction Rail Park in Elmendorf, TX.

After arriving at the rail park, we had a work day to start cleaning out the Dixie and 402 of all the trash and debris. The 402 was especially full of debris as the UPRR had previously hired a company to come out and preform an abatement on the asbestos and horsehair insulation found in the walls of the car. To achieve this task, the abatement crew cut out rectangular pieces along the

lower outer side sill of the car. They also removed all the wooden windows that were in the walls. Unfortunately, they destroyed all the window channels so they could never be used again. The windows were already very deteriorated due to age and the elements. All the removed pieces were just thrown inside the car. It was a complete mess. It took us the greater part of a day to clean out all the debris and we still didn't get it all out.

The interior of the 402 is not much different than the Alamo as it has an elegant lacquered wood interior. There are ornate brass shelves in some of the rooms, however the majority if the brass decoration were removed by vandals prior to the abatement crew's work. We are missing all the brass light sconces found in the sleeping births. These will all need to be replaced. The dining room hutch had two doors that had a beautiful brass “grill”

set inside the wooden doors. Unfortunately, we only saw them once and have no photos. The one saving grace we have is the 402's sister car, the MKT 400 is owned by the Georgetown Railroad (GRR) and has been restored and placed on display at their corporate headquarters in Georgetown, TX. We will be contacting the GRR to see if we can get permission to gain access to the car for the purposes of photographing the interior of the 400. We could potentially use the photos we take of the 400's parts to reproduce the missing pieces in the 402.

Restoring the MKT 402 is going to be a long journey. Of all our cars, the 402 has considerable internal rust damage and will more than likely require us to remove the majority of the interior to facilitate repairs. This is only an initial analysis of condition of the car. The plan for now is to do what we can to preserve the car as it stands.

*“The one saving grace we have is the 402's sister car, the MKT 400 is owned by the Georgetown Railroad (GRR) and has been restored and placed on display at their corporate headquarters in Georgetown, TX.”*



## ELMENDORF BRICK

BY MARLA RODRIGUEZ

A piece of Elmendorf history was discovered during the museum grounds cleanup, behind the passenger car. Buried in the ground, just under the surface, under the weeds, a very special brick was found, An Elmendorf Fire Brick, stamped “STAR FIRE BRICK”. We knew that

the brick plant located on this location produced them in the early 1900's, but we had no examples to display. Now we do. We did further searching and found more fire bricks. these will now be added to our large display of Elmendorf produced brick and bricks from around the area.



Photo taken by Marla Rodriguez



## San Antonio Railroad Heritage Museum

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**We're on the web!**  
[www.sarhm.org](http://www.sarhm.org)

*"Where History and Rails are  
Joined Together"*

*The mission of the San Antonio Railroad Heritage Museum (SARHM) is to promote interest in various railroad-related activities including, but not limited to, railroad operations, railroad history, railroad restoration, and preservation (to include railroad equipment and structures), and to display local railroad history (heritage) for the local populous, San Antonio tourists, and SARHM's membership.*

## RAILROAD PHONE BOOTH

BY MARLA RODRIGUEZ

The Railroad Phone Booth, also called a "Switchman's Shanty", were made during the 1920's through out the 1950's and used by the train crews. These Shanties allowed the crews to communicate with train dispatchers, other crews, maintenance shops, ticket and division offices.

They were made of Cast Con-



Photo taken by Gary Rodriguez

crete with rebar and usually had a metal door with a vent for ventilation. They were circular with a diameter of 3ft 4in thick walls. The roof was cone shaped with rebar loops for lifting purposes. The interior of the Shanty had a wooded shelf and a railroad phone.

This peculiar Shanty/Booth came from Sandy Creek on the Glidden Sub headed to Houston, Tx. It had been removed from the tracks and abandoned on Gonzales County property many years ago. The Gonzales County Road Dept. donated the booth to the museum in May 2020.

On May 20, 2020 a group of Museum members, Gary Rodriguez, BL Miers, Josh Brown, Patrick Clark and Marla Rodriguez, took a road trip to pick it up. This was quite a challenge to pick it up and load it onto our



Photo taken by Marla Rodriguez

trailer as it weighs 3,000lbs with out the roof, which was loaded separately. Once it arrived at museum it was unloaded with our Hi-Rail truck crane and placed at the gate entrance. The restoration of a door and shelf will be done at a later date.

We give our thanks to all who helped with this project and to the Gonzales County Road Dept. for their donation of this piece of railroad history.

## ALICE RAILROAD HERITAGE MUSEUM

BY MARCO VILLARREAL



Tex-Mex Railroad Lantern

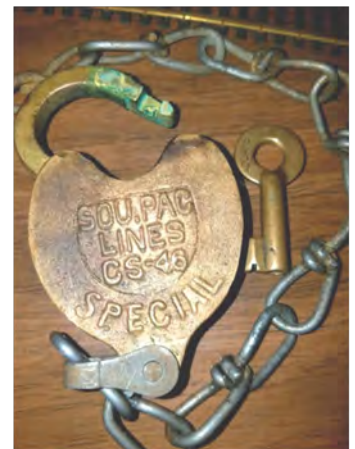
SARHM's newest division, Alice Railroad Heritage Museum in Alice, Texas has been collecting artifacts for the SARHM.

Alice, Texas was served by several railroads, back in the day, the Tex-Mex (now KCS) and the San Antonio and Aransas Pass, (then Southern Pacific, now Union Pacific). The Texas Mexican Railway was bought by

Kansas City Southern, which now had become Canadian Pacific. Alice is still served by two railroad companies. Alice's Tex-Mex depot is still along the

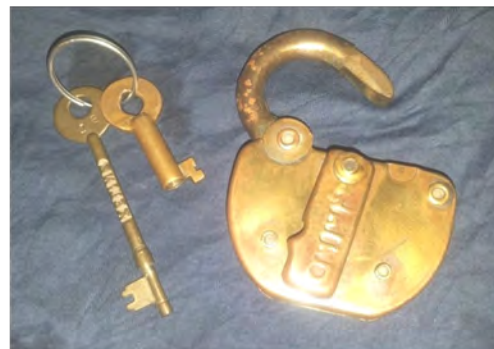
train in its original location.

Artifacts pertaining to the Texas Mexican Railway and the San Antonio and Aransas



Southern Pacific Lock

Pictures Taken by Marco Villarreal



Texas Mexican Railway Lock

Pass/Southern Pacific will be the main focus of this division. These will be displayed in our future location.