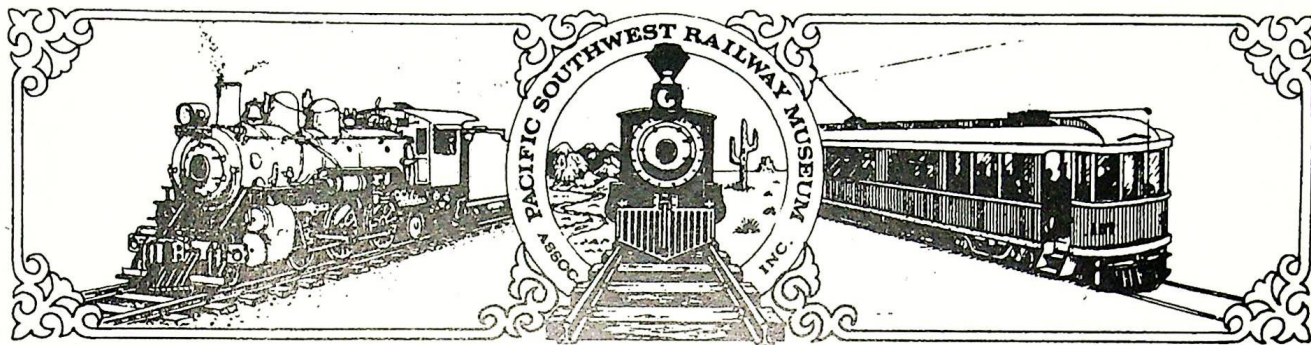




May & June

REPORT

Volume 262

Official Publication of the Pacific Southwest Railway Museum Association
Operating the San Diego Railroad Museum and the SD&A Railway



Awesome!

SDRM Excursion Department members Joel Cloud, Mike Reading, Corrine Gallagher, Ann McVeagh and Rita Cloud visited the awesome Carrizo Gorge in April on an official inspection trip to assess its potential for possible future Museum excursions after the Desert Line is reopened. They are seen here on the spectacular, curving 633 foot long Goat Canyon wood trestle designed by Carl Eichenlaub, built in 1933 and now a designated Civil Engineering Landmark, with one of the gorge's 17 tunnels behind them. (The gorge is off-limits to all persons unless authorized by the SD&IV!)

Photograph by Ray Tatlock, courtesy of Gary Sweetwood



San Diego Office
1050 Kettner, San Diego, CA 92101
Fax 595-3034 Voice 595-3030

Campo Depot
P.O.B. 116, Campo, CA 91906
Depot 478-9937 Shop 478-9451

La Mesa Depot
4695 Nebo Drive, La Mesa, CA 91941
697-7762

SDRM Research Library
1050 Kettner Blvd, San Diego, CA 92101
595-3030

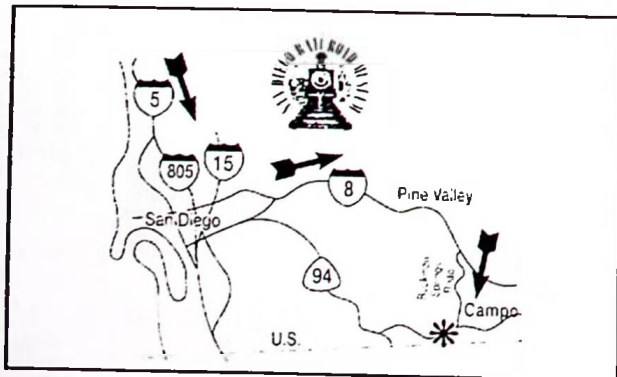
Board of Trustees

Officers:

President	Glenn Reiter
Vice President	Kurt Karlsgodt
Secretary	Maryanne Thompson
Treasurer	H. Chalmers Kerr

Directors:

Steve Alcove	Harry Carter
Ron Carlson	Rita Cloud
Duane Dubke	Corrine Gallagher
Russell Hollingsworth	Ken Kramer
Ann McVeagh	Bob Miles
Jim Newland	William Schneider
Bruce Semelsberger	William Valverde



Trains depart from Campo Depot. Take I-8 East to Buckman Springs Road, 10.5 miles to junction with Hwy 94, bear right (1.5 miles) to Old Stone Store. Turn left after railroad tracks and follow the signs to Museum parking lot.

the Tecate runs. The people in Tecate are very friendly and hospitable as well, and that makes a big difference in the way visitors feel about a city (and it is a nice feeling to work with the tourist people also, who are just as gracious and friendly). The local folks have opened a museum a short distance from the railroad station. I hope we can cooperate with them to present some of the local railroad history of the area.

One of the many new ventures of the Museum is our "wine trains" to the Valle de Guadalupe. This region, which lies south of Tecate towards Ensenada, is the prime wine producing area of Mexico. With conditions similar to the Napa Valley and other stellar wine regions on this side of the California border, some excellent wines are made here, although they are not marketed much in the U.S., nor are they well known by Americans. Those who know wines are therefore in for a very nice surprise when they experience the wine train (which actually turns into a bus south of Tecate due to the absence of railroad tracks at the moment). It makes a great summer Saturday, including extras such as the Tecate brewery tour and a visit to the Russian Museum in the valley maintained by descendants of the original Russian immigrants to the area.

We are also looking forward to participation in the Tecate "Festival De La Cerveza" on the weekend of July 12-13, which is anticipated as the major annual festival for Tecate with an entire weekend of events.



Corrine Gallagher, Joel Cloud and Mike Reading peer between the ties and down about 185 ft. to the base of the famed Goat Canyon trestle in Carrizo Gorge. The spectacular scenery makes the gorge appealing for possible future excursions. Photograph by Ray Tatlock, courtesy of Gary Sweetwood

Both south and north of the border, the San Diego and Arizona Eastern is in motion. The Republic of Mexico is in the process of privatizing its rail system. The Tijuana y Tecate is being divested as a separate unit, and the successful bidder should be known several months from now. Once that happens, the way will be clear for the Desert Line reconstruction necessary to reopen the blocked portions of the line. In the meantime, an informal partnership of the San Diego and Imperial Valley Railroad and the Museum, led by Benny Wright and Gary Sweetwood, opened the line from the end of the Museum track at Miller Creek to a point several miles beyond Jacumba, and on the eastern side from the connection with the former Southern Pacific line at Plaster City, past Dos Cabezas, up well into Carrizo Gorge. Thus most of the trackage is open, although, the major obstacles of the blocked tunnels remain. I would estimate that the line could be completely open within a year or two.

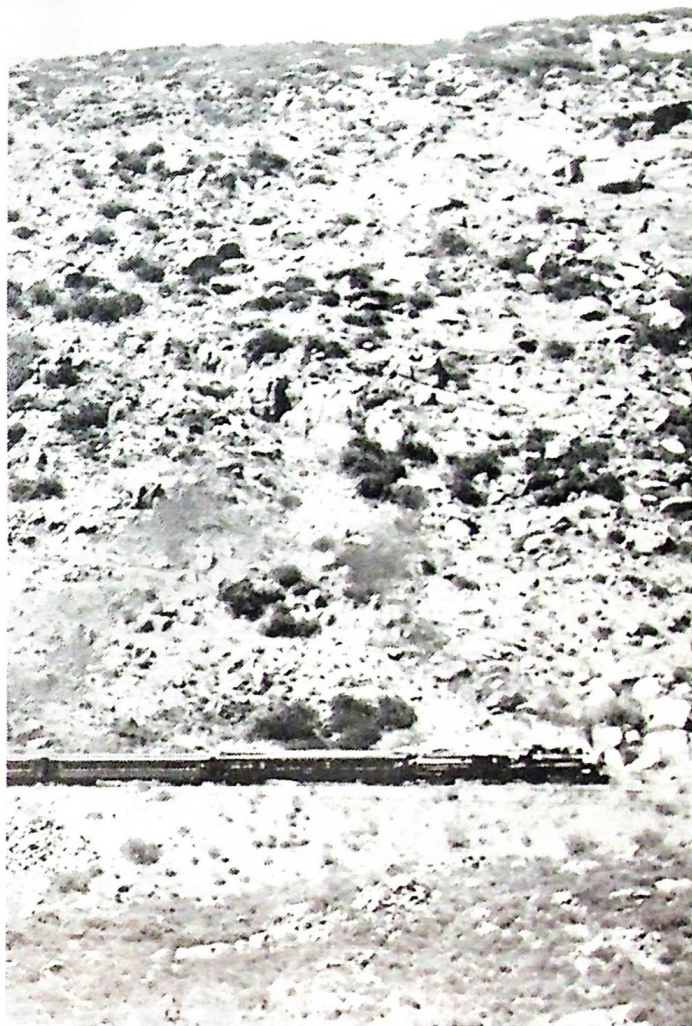
As a direct benefit of the work done by the folks listed above, we are once again able to operate trains to Jacumba. Our first Jacumba special in five years successfully ran on April 26. Future Jacumba runs are also being planned. To enhance the Miller Creek runs, a number of innovations have been instituted or are being considered. Dinner trains began running last summer, utilizing the Museum's private cars for an elegant setting. Legacy Ranch is also being considered as a destination point for the Miller Creek trains. An extremely successful, sold out, night train ran to Legacy Ranch on April 5 to enable passengers to view the Comet Hale Bopp from a superb stargazing location. Another stargazing trip is already planned for August. In addition, it is possible that Legacy Ranch could be opened for passenger tours, thus adding a new dimension to an old trip.

All of this is in addition to our usual schedule, quarterly meetings, film shoots and fundraisers. With regard to the last, both the successful rummage sale at the La Mesa Depot, which raised over \$2,000, and the annual fund appeal, which raised about \$9,000 for ties and track maintenance, should be mentioned. The annual fund appeal has now been very successful for both years of its existence, and a word of gratitude is in order for all who donated to the appeal.

New and creative events are helping to revitalize the Museum and open new avenues to reach the public with our message. Naturally, we are in need of more train staff and operating crews to meet the additional action. If you can possibly volunteer, call us and sign up.

The Museum is alive and moving in this very active spring season, with lots of new ideas to meet the changing formats needed to reach our audience. We are "where it's happening."

Win Mott



SP #2353 works its way uphill in rocky terrain enroute from Tecate to the U.S. Border near Linder at the head of the Museum's June 2, 1996 Special. From this distance, it looks as though time stood still and that this is a 1930's scene! SP #2353 did it then too!

Photograph by B. Schneider

REPORT Will Be Published Quarterly

Beginning with the next issue of the REPORT, we will be publishing quarterly. The next issue will cover July, August and September.

Articles for submission can be sent to the San Diego Railroad Office or e-mailed to the editor at MHartjen@juno.com. The next REPORT deadline will be August 8, 1997.

Jacumba And Carrizo Gorge See Train Action Again

After a long hiatus, the San Diego and Arizona Eastern track from Miller Creek east past Jacumba and into the upper part of Carrizo Gorge again has felt the rumble of trains. The last trip, operated by the Museum, was run in 1992. Damage to the track and eventual growth of underbrush and eroded right of way prevented further operations after that time.

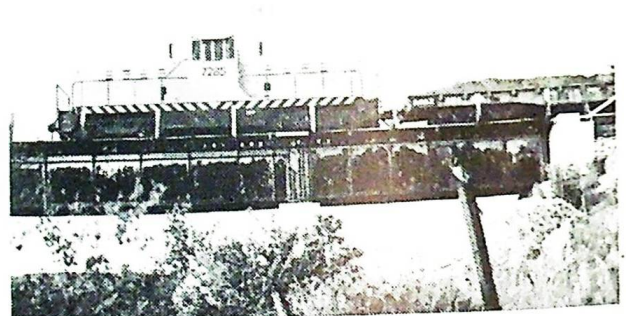
But this past spring, an energetic and dedicated crew led by Benny Wright and Gary Sweetwood mounted a joint attack from the Museum and the San Diego and Imperial Valley Railroad. Gradually they worked their way east, removing the brush (which by this time included trees in the middle of the track) and boulders from the track and repairing the ballast. Eroded fills were replaced, sand cleared from the rails, the access to the

high bridge over Highway 94 was fixed, and the line generally was brought into useable shape again.

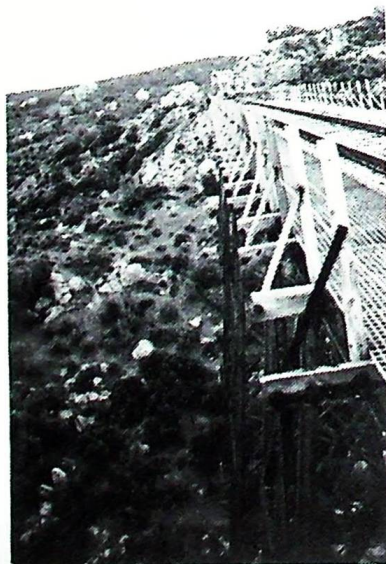
On Saturday, April 26, a trainload of several hundred passengers made the first trip over the line since 1992. Arriving at a campground several miles past Jacumba, they enjoyed a Western style barbeque hosted by the Jacumba Kiwanis complete with live music. Some ventured beyond in the Museum's Santa Maria railbus down the next few miles into Carrizo Gorge as far as Tunnel 8, which has collapsed and will require major rebuilding. The trip was far enough into the Gorge, however, to sample the spectacular vistas of this unique desert canyon. Others took to hiking trails to view the scenery and botany of the region close-up. The next Jacumba trip is scheduled for October, for those who missed the trip last time.



Several days before the trip, a final work train ran to do repairs at the high bridge. Museum's #7285 doing the honors and Benny Wright working his magic to fix the track.



Dirt was needed to fill in the access to the bridge. Despite its rusty appearance, the bridge is sound.



This is definitely not a place to work if you are afraid of heights.

further training, trainmen who desire can move on to other crew positions.

You can start on-the-job training as a Trainman or Docent any time, but we ask that you do take our Trainman's class within 6 months of starting. To get started right away, call Mike Retz at 466-8808.

Our Trainman's Class, aka "Working on the Railroad ... as a Trainman," offered through Grossmont/Cuyamaca College Extension, just finished the Spring sessions. The class will be repeated in the Fall. It covers information for both Trainmen and Docents. The class will be held two evenings at Grossmont or Cuyamaca College, and one Saturday at Campo. The class will cover San Diego railroad history with Bruce Semelsberger, Trainman's duties and safety orientation. For further detail see the Grossmont/Cuyamaca PREVIEW, which will be mailed by the college to people residing in the college district. If you live outside the District, contact the Training Officer (see below). The College's fee is \$34.

Don't let the list of responsibilities scare you. Our class will have you well prepared to handle most anything. Six years ago, this writer was only a chemist who worked in a laboratory, and certainly didn't know anything about trains. If I can do it, you too can become a trainman.

The next step after Trainman is Brakeman. Speeder operators also need to take this class. Brakeman training will consist of 4 sessions; two in-town classes at the La Mesa Depot and two all-day sessions at campo. The Fall section of the class will be Oct. 22 & 29 and Nov. 1 & 15. The prerequisite for becoming certified as a brakeman is previous experience (6 to 12 days) as a trainman. To register, contact the Training Office. The class will be limited to 8 people.

If you or anyone you know want more information about a part of our all volunteer crew, please contact Jim Baker, Training Officer at 670-7441.

Jim Baker

Metal Genius Invents Revolutionary Tool

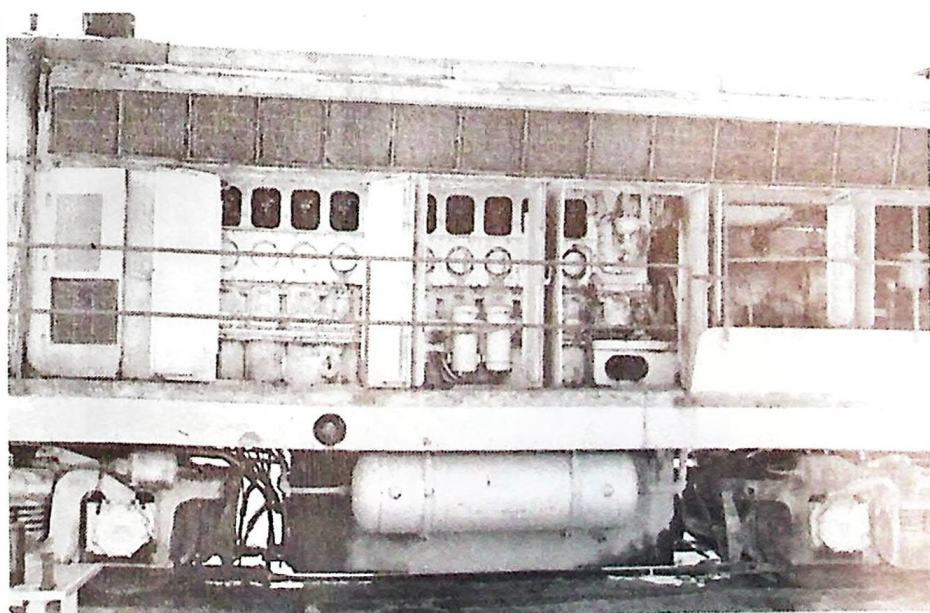
Question: What do we do at the Museum when a task seems impossible!

Answer: Call Dick McIntyre.

So what was our impossible job? The RPO car's main window openings house a fixed lower sash and a moveable upper sash; the latter is divided by a horizontal bar and has glass in the bottom and bronze screen wire in the top. When the moveable sash is lowered, air enters through the screened portion; when it is raised, the upper (screened) half slips up into a pocket in the upper wall. Several of these pockets had rusty metal obstructing the openings, which had to be cut out of them before the upper sash could operate properly. But the rusty metal was attached at the top of the pocket, 12 inches inside it. We couldn't figure any way to get one's hand and a cutting tool into a pocket that was 12 inches deep and only 2 inches wide. But how do you get a tool, or your hand, 12 inches into a pocket that is only 2 inches wide?

Dick devised the neatest "Rube Goldberg" tool you will ever see: a pair of tin-snips jaws attached to a 12-inch scissors-like contraption. He could operate the snips up in the pocket by squeezing the handle, which was completely outside the pocket. To actually accomplish the work, Dick installed scaffolding through the window opening so that he could lie flat directly beneath the window pocket and see what he was cutting. Ordinarily we don't encourage lying down on the job, but he can assume any posture he wants if he can perform such wizardry. We ought to preserve and display this unique tool! Give Dick a pat on the back when you see him.

Ted Kornweibel



Exposed for all to see (i.e., the shutter doors are open!) is the opposed-piston diesel engine of the Museum's H-20-44 in this June 15, 1991 view. It is being restored to its UP #D.S. 1366 appearance, as it looked after its delivery from Fairbanks-Morse.

Photograph by B. Schneider

Special Tecate "Festival De La Cerveza" July 12-13

Tecate has decided to create a new celebration during the upcoming summer season. The "Festival De La Cerveza" will feature a variety of entertainment, sporting events, a parade and fireworks. There will also be a variety of foods and crafts to sample at the main park in the center of town.

The San Diego Railroad Museum is supporting the event by adding two round-trips on both the 12th and 13th of July. The Saturday rail trip will depart Campo station at 10:30 am returning at 5:00 pm. The Sunday trip will depart at 1:30 pm returning at 9:00 pm to maximize the opportunity to enjoy the celebrations and activities for our passengers.

Those of you who really want to take advantage of the excellent list of festival activities can stay overnight on Saturday and return on the Sunday rail trip as an optional package that is being offered. You must make your own accommodation arrangements for the night. The Museum office can refer you.

Adult fares for the special July Tecate trips will be \$30 for members, \$35 for non-members and \$20 for children (the same rates which are offered on the other Museum Tecate trips held during the year). Sodas, snacks and water will be available on the train in the Baggage Car. It may be hot so dress appropriately.

You can make reservations for this unique rail trip by calling Pat or Eric at the Administrative office at (619) 595-3030 for credit card reservations, or mailing in a check with the number of people in your party. Please include a return address for mailing back the tickets and itinerary.

The Tecate "Festival De La Cerveza" promises to be an exciting, colorful and enjoyable event you will not want to miss!

All Aboard...

P.S. Don't miss some of the other exciting trips that the Museum is offering this summer. Trips include the "Starlight Express" to Legacy Ranch for astronomy on August 9 and the "Wine Tasting" trains on July 19 and August 16.

Fundraising Committee Report

The Committee is pleased to announce that their latest project has been very successful. Response to the letter to members asking for contributions toward the purchase of ties has netted \$9,510.00 so far. Thank you everyone who sent a donation. \$7,000.00 has

already been used to buy new ties, sorely needed to keep the track useable. We still need many more, so all gifts are very welcome.

The rummage sale was such a success it could become an annual affair, if a storage area could be found in the La Mesa area. If you have a place we could use for 1-2 months, or know someone who does, please call Elaine Hall at 465-9852.

If anyone out there would like to join this interesting (and entertaining) group, please call Rita Cloud at 445-3550 for the next meeting date. Fundraising ideas are always welcome. Please call us. We need the money!

Ann McVeagh

San Diego Railroad Museum Library Receives Reprieve!

According to an agreement between the City of San Diego's Center City Development Corporation and Catellus Corporation, the owner of the Santa Fe Depot in San Diego, the baggage building at the north end of the property at B and Kettner was to receive cosmetic improvements and a seismic retrofit and be turned over to city ownership on December 7, 1997. This would have meant that our library would be required to relocate this summer.

A reprieve was given instead through an additional agreement between Catellus and the city which, among other provisions, delays the renovations for about two years. The library is thus safe for the moment. However, it is imperative for the Museum to find new quarters for the library within a fairly short time period for two reasons.

One is that the clock is still ticking on the time when the building will no longer be available for us. The other is that the building in its present condition is not a desirable home for books, due to dampness, rodents and other problems.

Various proposals for moving include housing the collection in the new San Diego city library which is scheduled to be built across the street from the Museum library's present location. Other possibilities are combining with other transportation museums to form a transportation library, moving to the National City Depot location or possibly finding a generous donor to give a building such as an unused bank for the library. A committee of the Board chaired by Bruce Semelsberger has been assigned the task of following up on all these potential locations.

UP Caboose A Rebuild With Billboards

The REPORT has been featuring our ex-Union Pacific equipment as a reminder that when diesel # 1366 is restored, we'll be able to operate "all-UP" trains in addition to our SP-style SD&A trains. And UP # 25247 will carry the markers on our "UP Freight".

Union Pacific caboose # 25247 is a modernized railroad-built center-cupola caboose that was always yellow and has unique "billboards" on its sides. It's our Museum's only UP caboose, and although from the Pacific Northwest, it represents all UP cabooses, including those used in our Pacific Southwest region.

Originally numbered UP # 3947, this riveted all-steel Class CA-5 caboose was built by the Union Pacific Railroad at Omaha, Nebraska as one of a group of 100 cabooses (# 3900-3999), and was completed in August, 1952. The underframe construction is by International Steel and the superstructure by Youngstown Steel. It has the usual caboose equipment, modified several times.

This "shack" has four-wheel trucks, Timken roller-bearings, and originally had kerosene Adlake caboose lamps. What appears to be a handrail in the cupola is actually an airbrake guard. In February, 1974, the caboose was completely rebuilt. High-back conductor's and cupola seats were installed, and seatbelts and window bars were added in the cupola for added crew safety, as were flat metal bars in the door windows. An oil-burning Caban model # TCHB55 stove (rebuilt in January 1981) and an electrical system with an axle-driven alternator were also installed.

The caboose's exterior is painted UP's Armour yellow with red roof, hardware, lettering, and numbers, including a large red "P" on its cupola to designate it

could be used in pool service. The interior was originally dark green for the lower four feet and light green above, but was repainted all light green in 1974.

UP # 3947 was renumbered UP # 25247 in the 25200-25299 series in May, 1959. The award-winning slogan "Have Train, Will Travel," suggested by employee Verlyn M. Penry at Hinkle, Oregon, was painted in black and white on its sides following its last repainting in January, 1981, at the UP shops in Omaha, Nebraska. It was last UP-serviced in March, 1985, at Portland, Oregon. The car later sustained severe body damage in a collision, and was retired and sent to Pocatello, Idaho for scrapping in 1986.

One of ten cabooses on the scrapline (and one of only two still on tracks!) UP # 25247 was purchased from the Union Pacific sight unseen over the telephone for \$4,750 on May 27, 1986, by PSRMA Acquisitions Director Roger Garrett, who had long sought a UP caboose for the Museum. Carried free by the UP and Santa Fe via Colton, CA, it arrived in San Diego in October and was generously donated to the Museum by Garrett on December 2, 1986.

Taken to San Ysidro by the SD&IV and to Campo on the Museum's "Great Freight II" on February 28, 1987, UP # 25247 was steam cleaned in July, 1987, by a "Rig-Shine" machine. It was used on a work train in 1987 by workers hired by the San Diego and Imperial Valley Railroad to sandblast and repaint the tower bases of the 180-foot-high steel Stoney Canyon viaduct over Campo creek and Highway # 94, seven miles east of Campo. The caboose was used to provide storage space for the work crew's tools and supplies.

From 1989 through 1992, UP # 25247's badly-damaged interior and bent steps were repaired, and it was renovated and restored to its post-1974 appearance with all light green interior by Museum volunteer workers led by the late Norm Hill. It's now on display in operating condition on the Museum's "Caboose Row".

It will need exterior repainting again in another few years, and could use a volunteer or two to "adopt" it



UP freight crews called this yellow banana bungalow their home away from home for many years. It is SDRM-owned thanks to Roger Garrett, and has been at Campo over ten years. The roof, end rails, and all the lettering are red, and the Timken roller bearings can be clearly seen in this May, 1992 view.

Photograph by B. Schneider

and periodically clean it and report any repairs needed to the Museum staff. Are you interested? If you're a UP fan, you should be!

Bill Schneider

References: Personal inspections of UP 25247; conversations with Roger Garrett and Norm Hill; the SDRM equipment files; and Cabins, Crummies, & Hacks: Volume 4 - The Southwest by John Henderson (H&M Productions, 1983).



Ted Kornweibel was one of those who refurbished UP #25247, as shown in this November 1991 photograph. Note the protective bars in the cupola window.

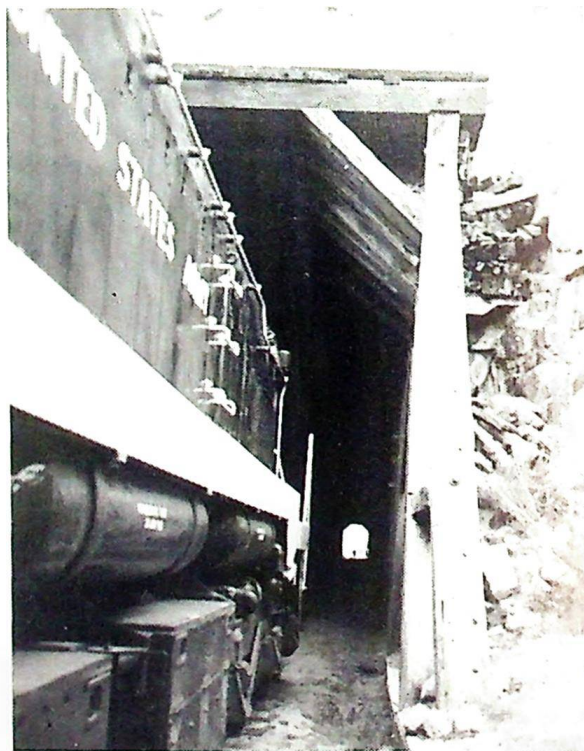
Photograph by B. Schneider

What do the different locomotive whistles mean?

Sound Indication

o	Apply brakes. Stop.
oo	Engineers answer to any signal not otherwise provided for.
ooo	When standing, back.
ooo	When running, stop at next station.
oooo	Call for signals.
Series of short	Alarm for persons or livestock on the track.
One long sound	Approaching stations, junctions and railroad crossings.
-oo	A second section is following.
-ooo	Flagman protect rear of train.
--	Release brakes. Proceed.
-- o -	Approaching highway crossings at grade.
- - - -	Flagman may return from west or south.
- - - - -	Flagman may return from east or north.

Note: "o" indicates short sounds, "--" longer sounds.



Former U.S. Army #1820 heads a Museum train into one of the tunnels on the Museum's latest excursion to Tecate. SDRM is the only International operating railway Museum in the world!

Photograph by Kurt Karlsgodt

Boy Scout Eagle Project Benefits Museum

Sometimes a utilitarian but essential project doesn't get done, because it isn't high-profile, exciting, or number-one priority. Such a project is the work underway, led by Shawn Rinkel of San Diego Boy Scout troop 959. The scouts are building permanent but portable steps for visitor access to the Santa Fe RPO and horse-express cars.

They are being built according to code and have been designed so that they can be used at any side doorway of the cars, with steps approaching from either the left or right. They will be painted Pullman green to match the cars. With the completion of these steps, Shawn will have fulfilled all requirements for his Eagle rank, the highest rank in scouting. Thanks, Shawn, and congratulations on your achievement.

Ted Kornweibel

RPO Car Wears Santa Fe Green

Railway Post Office car 74 is finally wearing its original livery, "Santa Fe green," which is almost identical to the pre-World War II "Pullman green" used on thousands of heavyweight passenger cars. The clerestory and roof are black. This is an incredible transformation, at least to those who have seen it in red primer for the last decade. Nothing could boost morale more than seeing such a sows car turned into a shiny silk purse!

The car was sandblasted, primed, and painted by Hydrodynamics, a San Diego firm headed by Brice Westphall, who gave us a great price for the work in memory of his former employee and our late superintendent of restoration, Norm Hill. Norm would be proud of the results. Hydrodynamics' crew applied DuPont Imron paint, the railroad standard, so with proper maintenance and protection we should enjoy the RPO car's deep shine for years to come.

A great deal of exterior metal work, roof repairs, and filling holes and "dings" was necessary before the car could be painted. Almost all of it was done by a half dozen extremely faithful volunteers. Heading up the metal work were Dick McIntyre, Dick Cupp, and Bob Haney, and they did a fantastic job. In addition, Dick Cupp's daughter, Norma Cupp, did some fantastic welding and pitched in on other tasks without persuasion. As a bonus, her presence in the lunch-room made it a more civilized place, at least for the moment. Numerous holes

in the roof were repaired by Steve Kostelak, Frank Stites, and Ted Kornweibel. This trio also put in over a hundred hours filling and sanding blemishes on the car sides. The car is now ready for lettering, and we have a new volunteer eager to get to that task. You'll hear about him in the next issue.

Now comes the major push to complete work on the interior. The restoration troops number only six regulars-the guys mentioned above. How about getting off your duff and joining us? There is much sanding and painting to be done, plus refinishing the overhead sorting bins with new shellac. Others could install glass in the windows. There are 58 total, so you can see why we need help! Then we need to install the windows in the car itself. Others could take out the rotten portions and install new tongue and groove flooring. Enough fun for all of us, including you!

Speaking of refinishing-type jobs, our woodworker friend Stu U'Ren completely restored or rebuilt all five portable letter sorting tables, and he did a great job. It's great to have a job done by a real craftsman.

Join us soon, so we can complete the RPO car this year! Call Ted Kornweibel at 461-0098 for information on how you can help.

Train Crew Opportunities

Did you ever have the feeling that it might be fun to be part of our train crew? Or, would you enjoy learning about railroad history, especially as it relates to San Diego? How about relating some of that knowledge to the people who ride the Museum's SD&A trains? Your chance to do any or all of these, and more, is coming soon!

This is also your opportunity to help out the Museum. As noted in the last REPORT, we currently have a shortage of qualified crew members. More crew members makes for less work and more fun for the individual crew members, so please give crew training some serious consideration. After training, all we ask is one day of your time each month.

The basic, and most important to the public, position on the Museum's trains is that of Trainman. (Women too; the Museum uses the traditional railroad job titles, but the suffix "-man" is not considered to be gender specific). Our trainmen's responsibilities include greeting our visitors, ensuring that their visit will be a safe one, assisting them on and off the train, describing the history of Campo and the SD&A to them, and explaining what's happening on the train ride. Giving tours of our restoration yard and shop is now being done by our docents, under the direction of Mike Retz. Trainmen can alternate being a docent, or stick with one job or the other. The trainman's job also includes such mundane things as cleaning up the cars before and after the day's runs. With a certain amount of experience and



This close up at the railroad east end of the bridge shows the need for repairs as the embankment had washed almost under the tracks

DEDICATED CREW
LED BY
BENNY WRIGHT AND
GARY SWEETWOOD
REPAIR PART OF
SAN DIEGO &
ARIZONA EASTERN
TRACK.

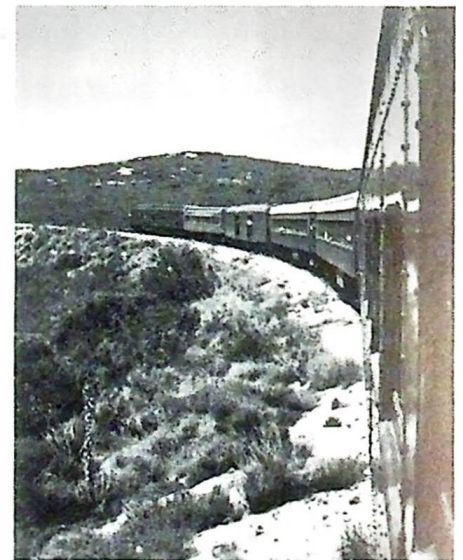


Work continued late into the night in order to have things ready for the April 26 trip.

"As a direct benefit of the work done by these folks, we are once again able to operate trains to Jacumba"



The mountain scenery on the trip is spectacular. In April, it is still very green from the winter rains.



The train included both of the Museum's private cars.

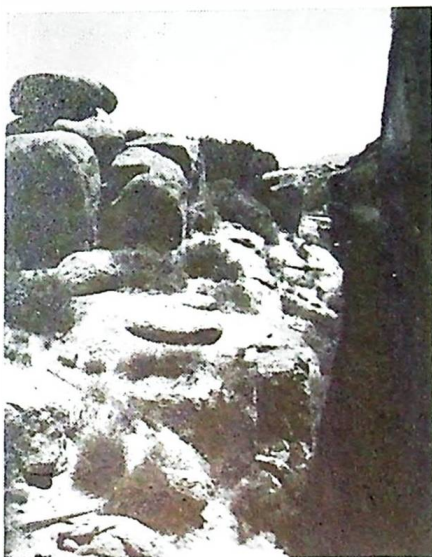


The Jacumba Depot still stands trackside. Although it is now a private residence, the exterior remains much the same as when it was a working railroad station.



Benny Wright prepares for the Santa Maria railbus to depart for Carrizo Gorge with some passengers from the train.

Unique rock formations are plentiful trackside.



Jacumba and Carrizo Gorge Photographs by Ray Tatlock Photography



The railbus descends into the Carrizo Gorge.



The railbus emerges from one of the tunnels in the Gorge.



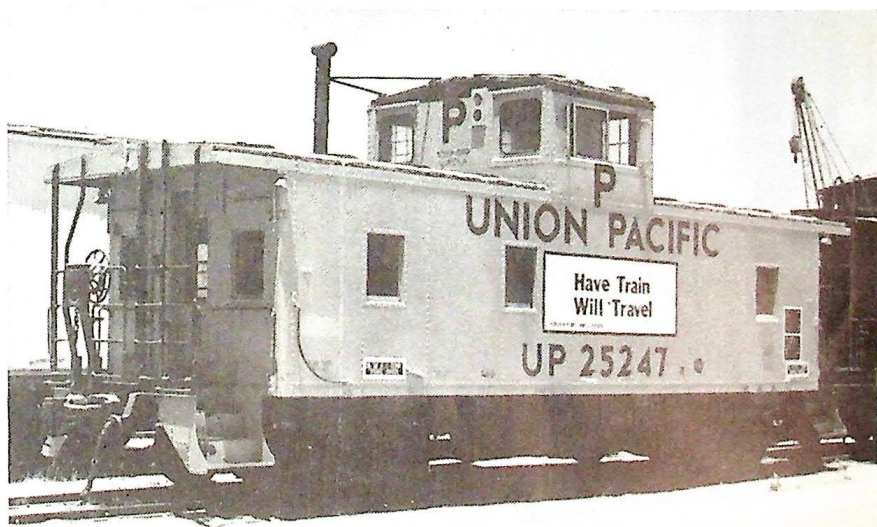
San Diego Railroad Museum
1050 Kettner Boulevard
San Diego, CA 92101
(619) 595-3030

Non-Profit Org.
U.S. POSTAGE
PAID
La Mesa, CA
Permit No. 205

Address Correction Requested

Inside This Edition

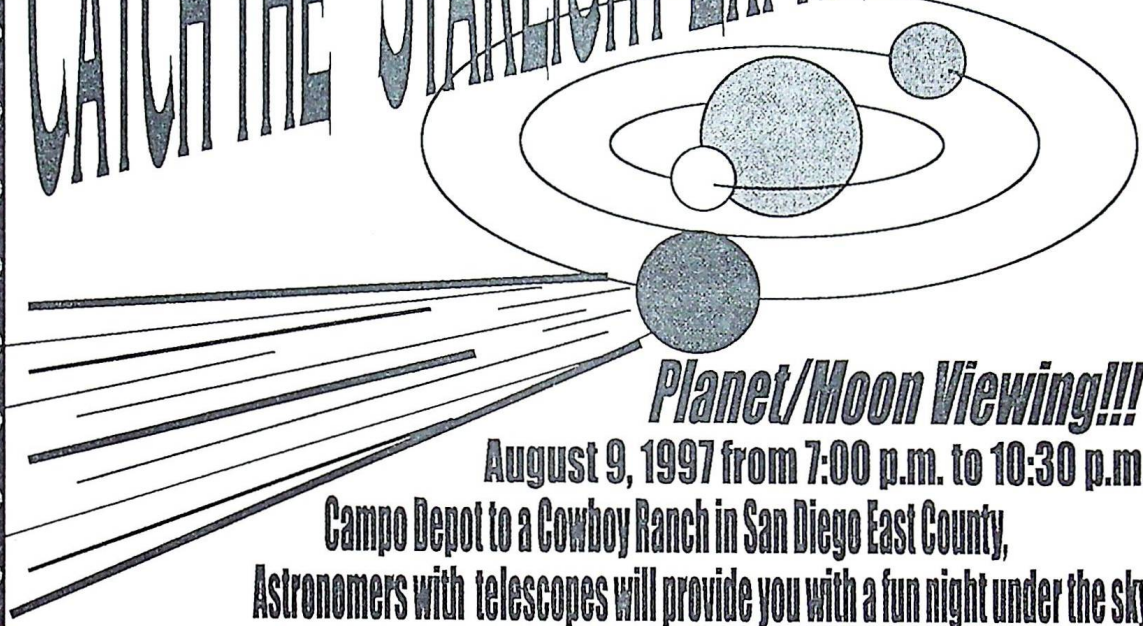
- ❧ From the Executive Director's Desk
- ❧ Boy Scout Eagle Project
- ❧ RPO Car Wears Santa Fe Green
- ❧ Train Crew Opportunities
- ❧ Metal Genius Invents Revolutionary Tool
- ❧ Special Tecate "Festival De La Cerveza"
- ❧ SDRM Library Receives Reprieve
- ❧ UP Caboose : A Rebuild With Billboards
- ❧ Jacumba And Carrizo Gorge Photographs



Another look at the Museum's only Union Pacific caboose seen here in July 1991.

Photograph by B. Schneider

CATCH THE "STARLIGHT EXPRESS TRAIN"



Planet/Moon Viewing!!!

August 9, 1997 from 7:00 p.m. to 10:30 p.m.

**Campo Depot to a Cowboy Ranch in San Diego East County,
Astronomers with telescopes will provide you with a fun night under the sky!**

How Much? \$20 for adults \$10 for children 6 to 12 years old under 6 free.
Hot beverages and cookies included, museum staff and fellow astronomers will provide assistance and information about planet and moon observations, meteorites and stars to help make this a cosmic experience you will always remember.

Sponsored by the "San Diego Railroad Museum" & "Oceanside Photo & Telescope"

Call for Reservations while seats are still available!!!

Toll Free...1-888-228-9246 or (619) 595-3030

