



Spring 2001

REPORT

Volume 271

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

Carrizo Gorge Railway Freight Hauler on Desert Line

After months of negotiation, the operating rights for the Desert Line portion of the San Diego & Arizona Eastern Railroad have been awarded to the Carrizo Gorge Railway. The Desert line stretches from Division (US-Mexico border near Campo) to Plaster City, CA. CGRY will operate as a sub-contractor to RailAmerica, which currently holds the freight lease for the entire SD&AE line. CGRY has also received permission from Mexican officials to operate on the portion of the railroad south of the border known as Ferrocarril Tijuana y Tecate.

Carrizo Gorge Railway, founded by SDRM member Gary Sweetwood, began moving freight on Wednesday, February 28th, 2001. During the first week, 5-car trains hauling sand arrived Wednesday, Thursday and Friday to the Campo offloading facility. "This week was a trial operation and was successful in training Customs agents and railroad personnel," said Sweetwood. Future freight movements will vary week to week as business warrants according to Sweetwood. In the meantime, CGRY will concentrate on getting all facets of the business up and running.

The start of Wednesday's freight operation was the culmination of months of planning and negotiations between CGRY, the Museum, RailAmerica, MTDB, and Mexican politicians and businesspeople. "It has been a long and interesting road", said Arne Hunsberger, President of the Museum Board of Trustees. "The activity at Campo is so exciting, and the best part of it is the Museum will soon be seeing long-awaited revenue from CGRY operations." The Museum and CGRY entered an agreement last year in which the Museum gave its operating rights from Division to Miller Creek to CGRY. In exchange, CGRY donated 10% of its gross operating revenue from the excursion business to the Museum. The same 10% donation will also apply to freight revenues. Since that agreement, CGRY has been handling maintenance-of-way expenses and repairs to Museum rolling stock. "We are also earning income by temporarily renting motive power and rolling stock while they get operational. But it's CGRY's freight revenue that promises us a substantial amount of income," said Hunsberger. "We are so fortunate to have a corporate benefactor like Carrizo Gorge."

CGRY's first freight contract serves a sand supplier in Las Palmas, B.C. The cement-grade sand is being hauled from Mexico to Campo. There it will be off-loaded at a holding site on the west end of the Campo depot property. There it will be re-loaded into trucks and shipped to sand and aggregate companies on the US side of the border. "Before this, it was economically unfeasible for Americans to buy and truck sand out from Mexican suppliers," said Sweetwood. "The short-haul to Campo allows businesses on both sides of the border to profit."

In addition to hauling freight, CGRY will also be responsible for maintenance and improvements on this historic rail line. They have a lot of work ahead of them. The first major repair will be to Tunnel No. 2 south of Garcia, B.C. which collapsed after a tunnel fire in December of 2000 (see story and photos on page 2.) Equally important will be the improvement of track between Tecate and Campo, which has had only minor upgrades since the 1980s and which will handle the bulk of the immediate freight business. Once the railroad west of Campo is fully upgraded, CGRY will turn its attention east, de-brushing the tracks to Jacumba in anticipation of expanded passenger operations. Last but not least will

be the opening of Tunnels No. 8 and 16 in Carriso Gorge, two major projects expected to be completed sometime in 2002. "Our members' dream of seeing this line re-opened again has never been closer to reality," beamed Hunsberger.

Changes at Campo

If you've been out to Campo lately, you may have seen some of the changes underway in anticipation of CGRY's operation. The most obvious are the sand loading and unloading equipment and the Customs Station at the west end of the Campo depot, adjacent to the parking lot. "Historically, Campo was an active freight depot," said Rich Borstadt, the Museum's Interim Executive Director. "Having an active freight operation on site is something we can use in our interpretative and educational programs."

Some of the motive power CGRY plans to acquire are also historically important pieces, including GP-9's, a GP-7, an Alco S-4 yard switcher and even some vintage Santa Fe F-7's. "We plan to lease Museum equipment only as long as it takes us to get our own moved down here," said Gary Sweetwood. "Our motive power will also pull passenger excursions, so Museum members and train buffs will get to see these great old engines in operation."

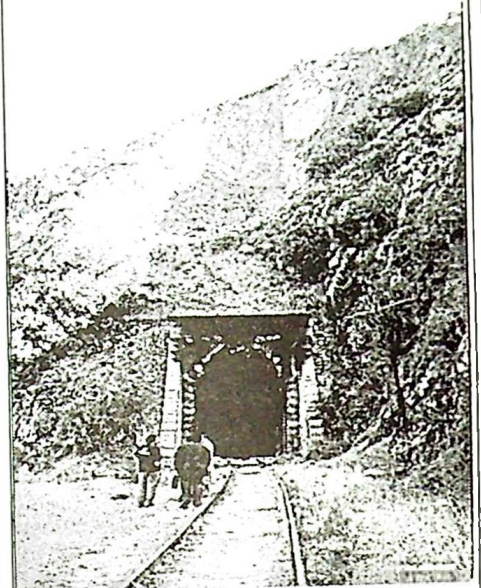
To make room for the new equipment and railroad offices, members Mike Edwards and Jim Pollerino have been hard at work transforming a storage room in the car barn into clean and comfortable office space to be shared by the Museum, SDIV Railroad and CGRY. "Now our Museum crews have an office and a desk to do paperwork, find out crew assignments, and keep up on the business of the railroad and the Museum," said Edwards. This clears the office space in the historic Depot to be used for interpretative space, or possibly as a passenger waiting room, as it was originally designed.

There has also been a major re-organization of the Museum's collection of rolling stock in preparation of the freight activity at the depot. Visitors can now view a string of cabooses on one track, the steam engines on another, vintage Amtrak and UP passenger coaches on yet another, making it easier for docents to explain the differences between types of equipment and eras of historic railroading.

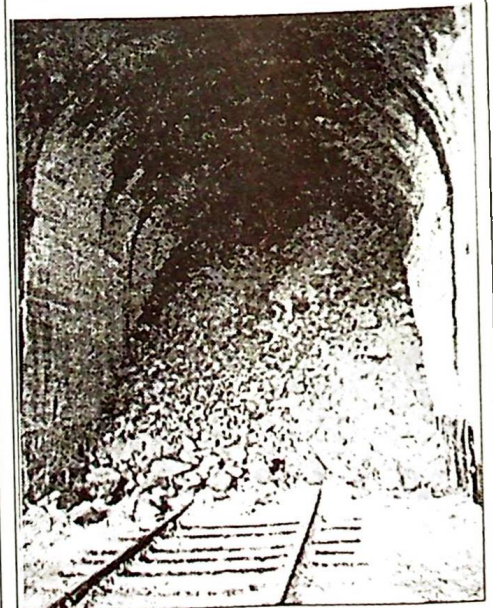
"I want both groups to operate to their highest potential," said Mike Edwards. Mike, who is now employed by SDIV to coordinate freight movements, continues in his volunteer Museum position as the Director of the SD&A. He and fellow employee Jeff Scheuerman coordinate train movements for CGRY Monday through Friday, and for CGRY and the Museum on weekends. "Some of the re-organization has been unsettling to our regular volunteers" said Mike. "But our new partner is bringing resources into the museum that will fund new projects and open new opportunities for all our members in operations and restorations."

"In effect, CGRY is the new landlord of our railroad", said Museum Trustee Doug Hovland. "We're lucky to have such a good working relationship and support for our mission from CGRY. It is well within their right to cease movements of a museum railroad on an operating freight line." Sweetwood, who is CEO of CGRY promises that will not happen. "I'm a life member. I want this Museum to succeed and grow. We started CGRY with the idea of helping the Museum expand its excursion capabilities. None of us could foresee the freight happening, but since it has, my intention is to allow the Museum to profit from our good fortune. My hope is that one day soon the Museum will be financially secure and able to fulfill its mission and dreams, and that we will have a long and mutually satisfying working relationship."

Tunnel No. 2 Collapsed



In December 2000, a fire in Tunnel No. 2 south of Garcia, MX caused a tunnel failure. Freight service east of Tijuana has been cut off, and Tecate and Campo are landlocked. Opening this tunnel will be the responsibility of CGRY. Repair plans have not yet been finalized, but restoring access to the open main line is a top priority. Photos by Rich Borstadt



Museum News

The Museum wishes to extend a heartfelt thank you to Marie Spreckels Elizalde, grand-daughter of John D. Spreckels, for her generous donation toward the restoration of the 0-5-0 Carrizo Gorge, Spreckels private business car. This historic car can be viewed in its unrestored state at the Living History and Operations Center in Campo. June of 2001 marks the 75th anniversary of Spreckels death, and we will devote the next issue of the *Report* to Spreckels and his many contributions to the San Diego region, including his greatest achievement of all, the building of the San Diego and Arizona Railway.

Mr. Rich Vorstadt
San Diego Railroad Museum
1050 Kettner Boulevard
San Diego, CA 92101

December 8, 2001

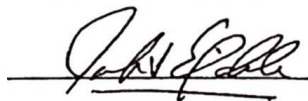
Dear Mr. Vorstadt,

My mother, Marie Spreckels Elizalde, the grand-daughter of John D. Spreckels, as one of her last bequests, has asked me to send this check to you to further The Cause of Car 050. She is probably the only person living who was present when John D. drove the Golden Spike of the San Diego and Arizona Railroad. She was living with her grandfather in Coronado at that time. She has often told me that right after he drove the spike he told her "This is the proudest moment of my life!"

She fondly remembers riding with him on his travels in his favorite railroad car 050, and wishes to help in its restoration. She is unable to do much physically, as I am afraid she has very little time left now, but I know she will be very pleased to have contributed to her Grandpa's memory in some small way.

Thank you from the bottom of her heart, and mine, for your noble efforts to help us all remember the San Diego & Arizona Railroad. This check for \$10,000 is to help restore a fine piece of the SD&A RR history, John D. Spreckels' Railroad Car, # 050.

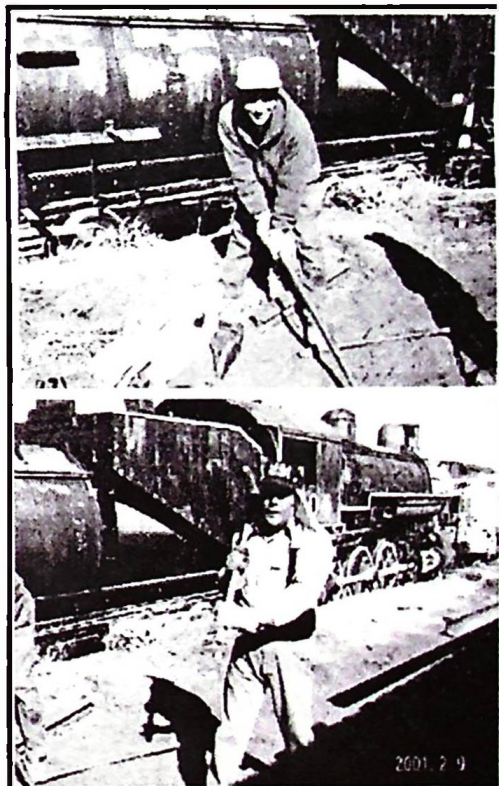
Most sincerely yours,



John S. Elizalde

Library Search (con't)

Volunteers to pack and catalog all the boxes and their contents will help. A donation of a truck and muscle power for the move is required, either from our membership or from a commercial mover. The Library staff has already begun preparing for the move. They have asked that no new donations be given to the museum until the re-location project has been completed. If you would like to make a donation, help with the move, or have leads for alternative sites, please contact Chop Kerr, Roy Pickering, Bruce Semelsberger, Rich Borstadt, or Arn Hunsberger. Or call the office at 619-595-3031.



Volunteers Michael Reneau (top) and Luis Marchan (below) have been hard at work extending Track #9 near the car barn to hold additional rolling stock and provide work space for the restoration crew. Read more about the project in the Operations Report on page 8. Photos by Randy Houk.

The Steam Team is considering the purchase of an Alemite Grease Gun, a piece of equipment specially made for steam locomotives. This specialized tool cuts down maintenance time from 4 hours to 15 minutes on each operation day and is essential if we hope to run the SP2353 more frequently. The grease gun is no longer being made, but a re-built model has been located. The cost is \$6,000. If you would like to make a donation toward its purchase, contact Dwight Koller or Dick Pennick, care of the Museum.

Donations Jumpstart Museum Programs

Report by Rich Borstadt, Interim Executive Director

December saw the SDRM receive several major gifts from benefactors. These included Gary and Jerri-Ann Jacobs & the Jewish Community Center who gave \$10,000 each to the SP2353 fundraising effort and to the museum's general fund. The estate of Arthur F. And Wilma Hon Gray bequeathed \$67,000 to the museum. Marie Spreckels Elizalde, granddaughter of John D. Spreckels gave \$10,000 toward the reserve fund for the restoration of the SD&A No. 050; and the Union Pacific Railroad donated a generator valued at \$6,000. In addition, the SP2353 fundraising drive was very successful. The goal of \$16,000 was reached in early December, and donations continue to be added to the restricted fund for future maintenance needs of the steam engine. As a result of these generous donations, and successful conversion of some long-term debt to donation, the Museum completed the year in the black. With the financial reporting cycle for 2000 now complete, our books have been submitted for audit. Thanks to the generosity of all our members we begin the new millennium with a positive financial outlook! Our gratitude to you is great!

Despite the good news, the loss of our library space to a better endowed organization points to the need for our Museum to broaden its base of income. Many of our past fundraising activities have been small in scale, and while they are great for helping to support specific projects, they cannot sustain our museum and its living history operation at an effective level. To do that, we need a steady influx of income from expanded excursion traffic to the cultural and scenic destinations available to us on Mr. Spreckels' remarkable railroad. We need expanded merchandising activity, as well as participation in new opportunities for freight revenue which our alliance with the Carrizo Gorge Railway offers. The latter not only will provide an increased revenue stream for projects in facility development, signage, collection preservation, restoration, educational program assistance, publications and exhibits, but will fund the maintenance costs and assume responsibility for the expanded right-of-way required for the passenger operation. A simpatico relationship between the Museum and the SD&AE freight operator is essential to open the railroad and make it once again available, in its entirety, to those for whom the Museum exists...the lovers of railroading, the active Volunteers, and the greater membership, and ...our guests, the visiting public, who learn a bit about the contributions of rail transportation to their heritage and go away with a sense of joy and reward from a day spent with us.

The San Diego Railroad Museum and the STEAM TEAM wish to thank all our members and friends for their generous contributions to the restoration and maintenance fund for SP2353.

\$1 - \$99

Marie Proulx
Mary Cook
Robert Mills
James Quigley
Douglas Richter
Richard Glenn
Patrick Dwyer
Chris Calvi
Sharon Ryno
A. Widgery
Alfred Lingo
Gerald Judd
Jack Deyo
Thomas Flanigan
Brigitte Carson-Winter
Arthur Kowalski
Charles Finney
Henry Luria, Jr.
Larry Owen
Pamela Stahl

Mr. & Mrs. F.C. Kearney
Leonard Christenson
Leonard Salisbury
Margaret Stahl
Richard White
Robert Harrigan
William Ellenberger
William Fay
Samuel Smith
Mr. & Mrs O.C. Ohre
Gerald Heveron
M. Brockner
Howard Ulm
Michael Retz
Elmer J. Anderson
Anne Foman & Joseph Ulloa
George Bramblett
Keith Gaeth
Meriam DeMers
Michael McNulty

Russel F. Foster
Mr. & Mrs. Louis Perna
Edwin Slick
Jack W. Shelton
James W. Minor
Ted Morris
Theodora Davis
Catherine Burnett

\$100 - \$499

Carl Casale *
Mr. & Mrs. Lee Bordeaux
Robert Steiner
Mr. & Mrs. Robert Schussler
James Balnis
Dianne Roberson
James Robinson
Paul Pakus

* in memory of Allen J. Casale

Richard Paseman
Mr. & Mrs. Belden Rau
Kenneth C. Hillman
Richard Pope
John W. Mills
Richard Pennick
Michele Fell
Mr. & Mrs. Wayne Bennett
Brian Sampson
Dwight Couch
Manuel Tobias
Lamar Scheuerman
Felix Zavala
William Metzler
Norman P. Gentieu
Klaus Alletag
Gordon Buck
Rice Family
Randolph Hunt

Flicker Family
Meldon Merrill
Reena Deutsch
Frederic Perry
Robert A. Wimbish
Neils John & Janet Beck
John & Harriet Taylor

\$500 - \$999

Mr. & Mrs. Gary Marrokal**
Jack Dunasky
Monsanto Fund

\$1,000 - \$9,999

Neidrich Family Trust

\$10,000 +

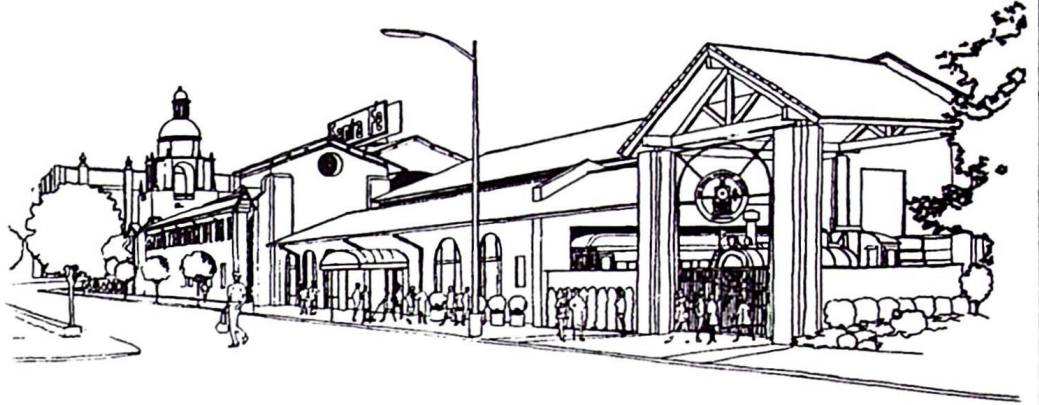
Mr & Mrs. Gary Jacobs

** in memory of Herbert Comstock
SP & SD&AE Engineer

Search For A Temporary Home Underway

The SDRM Board of Trustees and Library Staff have begun to search for permanent and/or temporary home for our library and archive collection. It may be six months before a move is required. An adequate home for our library and archives has been a challenge for the museum for several years. New developments in National City and La Mesa may offer a solution.

In order to set up and operate a temporary location (1-3 years), 2,500 sq. feet will be needed. A permanent site must have a minimum of 5,000 sq. feet. In either case, a clean, dry, and vermin-free location is a must. Air conditioning and climate controlled space is required for a permanent facility. A plus would be restrooms, and nearby parking. Electricity for lighting, a copy machine and a computer hook-up is a must. For safety, telephone availability is desirable. Of course, free or inexpensive rent would be ideal. SDRM might be able to pay a few hundred dollars a month rent, depending on how much Catellus, the Santa Fe Depot property manager, reduces our rent after the library is moved. For the move, the Library Staff is asking for donations of 500 boxes with lids (photocopy paper box style). (con't on page 3)



1996 artist's rendering shows SDRM plan to renovate the Baggage Building at the Santa Fe Depot for upgraded library space and archive storage and display. The museum was unsuccessful in raising funds to launch this project.

Library Loses Depot Home

The San Diego Railroad Museum lost its lease on the Santa Fe Depot Baggage building when the San Diego City Council agreed with a request made by the Center City Development Corporation (CCDC) to enter into exclusive contract negotiations with the Museum of Contemporary Art for occupancy of that space. If the City and Arts Museum consummate a deal, our museum will be forced to relocate the archives and library. SDRM has occupied the space in the Santa Fe Depot for ten years.

"The Museum of Contemporary Art made a very strong bid," San Diego Mayor Dick Murphy said. Council members said the arts group had a more realistic funding plan than the railroad museum. The MCA, with over \$30 million in funds and widespread support among City leaders plans to convert the old REA Building into office and classroom space and to use the Baggage Building as gallery space.

Our museum made a good showing at the January City Council meeting. Marianne Gerdes, a railroad museum Trustee, urged the council to delay action for 90 days so the museum could fashion a competing proposal. "We are here today to support the preservation of our rightful home in one of the most beautiful and cherished sites in our downtown district," Gerdes said. Writer Reena Deutsch told the Council that the railroad archives include "thousands of priceless photographs, countless valuable documents, books, articles and memorabilia that spans more than a full century."

SDRM made three efforts during the past ten years to raise funds to renovate and upgrade the Baggage Building. None were successful. The slim draw of foot traffic inherent to library use and the MCA's ready cash tipped the scales in favor of the new tenant.

The SDRM Library and Archives is one of the largest in the state. The collection is important to railroad history and to the history of San Diego. It contains the complete records of the San Diego & Arizona Railway, John Spreckels original railroad built from San Diego to Yuma, AZ in the early 1900s. It also houses a large collection of original photographs, maps, railroad publications, books and films.

It is unclear at this time whether SDRM will retain occupancy of the office space located at the south end of the Santa Fe Depot.



Thousands were on hand to greet the 3 Kings Train at the Tecate Brewery. A festive SP3873 announced the arrival into town by blowing its horn every mile. Photos on this page by Rich Borstadt.

3 Kings Train Draws Thousands

by Charlie Coval, Event Organizer and SDRM Trustee

More than 5,000 citizens of Tecate turned out on Sunday January 6th to greet the 4th Annual Christmas/Three Kings Train organized by members Charlie and Margaret Coval. 4,820 gift bags filled with toys, clothes, toiletries, fruit and candy were handed out by 120 SDRM volunteers and guests.

The 3 Kings Train symbolizes the arrival of the three wise men who came bearing gifts to the infant Jesus. This Mexican equivalent to Christmas is widely celebrated throughout Mexico on January 6th.

Children and adults lined the tracks that lead into Tecate. The train stopped at the Tecate Brewery Gardens to dispense over 16 tons of food and gifts. Alejandra Rodrigues De Leon, president of DIF (Social Services) in Tecate, whose staff organized the event, wanted to let all volunteers and members of the San Diego Railroad Museum to know "how very special this event is to the town and the children. It is beyond expression of gratitude and saying thank you. It is very much appreciated." Some 400 blankets and 600 sheets were also left to be delivered to families in the Mexican backcountry. Gifts were also given to the Mexican volunteers who numbered over a hundred. To all who helped with this event, thank you for the happiness you bring to children in an international way, by train!



Mitch Beauchamp, one of the 3 Kings, hands out gift bags to waiting children and adults.



The smiling conductor at the 3 Kings event was Jack O'Lexey.

Special Event

The San Diego Railroad Museum in cooperation with East County communities and organizations, is sponsoring a grand old-fashioned celebration of Spring!



SPRING



Festival and Old-Time Days

May 5 & 6, 2001

at the Museum's Living History & Operations Center at Campo, CA.

Continuous Live Entertainment
Deep-Pit BBQ Hot Dogs Beer & Wine Gardes
Crafts & Unique Items for Sale
Commercial & Educational Exhibits
Activities for the Kids
Old-Time Train Rides on the SD&A Railway
Motorized Speeder Rides "out on the mainline"
Live Petting Zoo
Operate A Powerful Diesel Locomotive
Ride Behind the 1912 Steam Locomotive featured in the
new Disney film "Pearl Harbor"
Challenge Competitions between East County Fire Crews
and Rescue Personnel
Antique Cars & Trucks Farm Machinery
Fire Engine Displays
Guided Tours of the San Diego Railroad Museum
Wild West Shoot-Outs
Tours of Local Heritage Museums and sites
Drawings, Prizes, and much, much more!

Exhibitors Wanted!

Call, write or e-mail your interest to
Spring Festival & Old Time Days
4695 Nebo Drive
La Mesa, CA 91941
phone: (619) 698-1458
e-mail: schusslerb@sdrm.org



SDRM Excursions

March 2001

- 3rd: Miller Creek 11 & 2:30pm
Tecate Brunch 10:00am
- 4th: Miller Creek 11 & 2:30 pm
Coronado Branch - 12 - 4pm every hour*
- 10th: Miller Creek 11 & 2:30 pm
Tecate Bruch 10:00am
- 11th: Miller Creek 11 & 2:30pm
- 17th: Miller Creek 11 & 2:30pm
Miller Creek Dinner Train (St. Patricks) 6pm
Tecate Brunch & Wine Tour Train 10am
- 18th: Miller Creek 11 & 2:30pm
- 21st: Membership Dinner,
Bali Hai Restaurant 6:30 pm
- 24th: Miller Creek 11 & 2:30 pm
Tecate Bruch 10:00am
- 25th: Miller Creek 11 (Brunch Train) & 2:30 pm
- 31st: Miller Creek 11 & 2:30
Copper Canyon (9 days)

April 2001

- 1st: Miller Creek 11 & 2:30 pm
Coronado Branch - 12 - 4 pm every hour*
- 7th: Miller Creek 11 & 2:30pm
Miller Creek Dinner Train 6:00pm
- 8th: Miller Creek 11 & 2:30pm
- 14th: Miller Creek 11 & 2:30pm
Tecate Brunch & Wine Tour Train 10:00am
- 15th: Miller Creek 11 & 2:30pm
- 21st: Miller Creek 11 & 2:30pm
Tecate Brunch Train 10:00am
- 22nd: Miller Creek 11 (Brunch Train) & 2:30pm
- 28th: Miller Creek 11 & 2:30pm
Tecate Brunch Train 10:00
- 29th: Miller Creek 11 & 2:30pm

May 2001

- 5th: Miller Creek 11 & 2:30pm
Campo Old Time Days
- 6th: Miller Creek 11 & 2:30pm
Coronado Branch - 12 - 4 pm every hour*
Campo Old Time Days
- 12th: Miller Creek 11 & 2:30pm
Tecate Brunch Train 10:00am
- 13th: Miller Creek 11(Brunch - Mother's Day)
& 2:30pm
- 19th: Miller Creek 11 & 2:30pm
Tecate Brunch Train 10:00am
- 20th: Miller Creek 11 & 2:30 pm
- 26th: Miller Creek 11 & 2:30pm
Tecate Brunch Train 10:00am
- 27th: Miller Creek 11 & 2:30pm

June 2001

- 2nd: Miller Creek 11 & 2:30pm
Miller Creek Dinner Train 6pm
- 3rd: Miller Creek 11 & 2:30pm
Coronado Branch - 12 - 4 pm every hour*
- 9th: Miller Creek 11 & 2:30pm
Tecate Brunch & Wine Tour Train 10:00
- 10th: Miller Creek 11 & 2:30 pm
- 16th: Miller Creek 11 & 2:30pm
- 17th: Miller Creek 11(Brunch - Father's Day)
& 2:30pm
- 23rd: Miller Creek 11 & 2:30pm
Tecate Brunch Train 10:00am
- 24th: Miller Creek 11 & 2:30pm
- 30th: Miller Creek 11 & 2:30pm
Tecate Brunch Train 10:00am

Ticket Prices:

Miller Creek Regular - \$12 Adult \$3 Youth
Miller Creek Brunch - \$35 per
Miller Creek Dinner - \$75 per

Tecate Regular - \$40 Adult \$20 Youth * Coronado Branch - \$5 Adult \$2 Youth
Tecate Brunch - \$75 Buffet/\$100 Champagne Rail Bus or Speeder Outing -
Tecate Wine Tour - \$90 Departs from National City Depot

Steam undergoing Annual Inspection & Maintenance, return to service expected in April. Call for latest information and reservations.

619/595-3030 or 619/938-1943 or visit us online www.sdrm.org

Campo Coordinator Appointed

Volunteer Jim Pollerino has agreed to serve as Director of the Campo Complex to coordinate and/or supervise all of the Museum's Campo activities. In his new position, Jim will ensure that all members, volunteers, outside agencies and guests are taken into account in projects happening on museum grounds. Jim devotes 50 to 60 hours a week to this task, without pay, out of his passion for railroading and dedication to our Mission. He even finds time to spend a few hours in the downtown office to help with bookkeeping and other administrative tasks. Hats off to Jim for taking on a key leadership role within the museum. Congratulations, Jim!



Paul Lannen peers out of 2353's firebox. Paul had removed 7 boiler studs and 18 staybolts. Photo by Ken Hanson.

RPO Brake Beam Straightened by 'Metal Magic'

Article by Frank Stites

A January challenge for the RPO restoration group was straightening a brake bar, the apparatus that holds one pair of brake shoes and moves them against the wheel to stop the car. There are two such bars per truck, four on the RPO. One was bent in two directions. To visualize the problem imagine yourself holding the bar--no mean feat--bending it down over your knee, then putting your foot in the middle and bending it back toward you.

The metal magic team of Dick McIntyre and Dick Cupp, only mildly challenged, came to the rescue--with some assistance by restoration team member Frank Stites. As always with this group, the solution was an elegantly simple one blending practical experience and ingenuity. McIntyre and Cupp chained both ends of the bar to a nearby truck that provided a flat, straight surface. Then with a twenty-ton jack under the middle, pressure, and --Viola!--one bend gone. Repeat the process after turning the bar on a different side, and the problem was solved. All that remained was to install the brake beam--a three-man job as it turned out because doing so entailed one man on each side under the car lifting the beam while the third coaxed it into position for the insertion of the pins to lock it in place.

Restoration Report

by Ted Kornweibel, Restoration Department

AT&SF RPO 74 is very close to being ready for interior painting. It's taken longer than expected since we are repainting all the main, exterior, and interior window casings, before the final interior painting. This is a great indoor job for a first-time volunteer or someone who can give one day to a project. It can even be done at home. Call Ted Kornweibel at 619-461-0098 if you can help.

The mainstays on the RPO project for the past few months have been Frank Stites and Ted Kornweibel. Now that Frank has joined the ranks of the retired, he has become another mid-week Campo regular, enjoying the bargain-rate hot lunch at the Campo Senior center while putting in a good day's work. He is sometimes joined by Dick McIntyre, Bob Haney, and Dick Cupp, who, in addition to completing the assembly and re-wiring of the Santa Fe bridge crane, do whatever restoration jobs that need their skills. Thanks guys, for straightening the brake beam on one of the RPO trucks. Since the last Report, Ed and Kevin Boyce have also pitched in a number of times on the RPO, and Kevin Dudenbostel surfaced from his submarine a couple of times. We'll miss him when he moves to Charleston, but he can surely find a railroad museum project near there.

When the RPO is finished, it will go into the Display Building. This would not be possible without the herculean labors of the track gang which has laid all four tracks into the building. Many thanks are due these unsung track-laying heroes: Steve and Randy Kostelak, Rich Warner, Allan Dillane, Ken Hansen, Dick Hobson, Jason Murphy, Joe and Troy Shelly, Tom Walker, Fred Carnathan, with metal assistance from the trio of McIntyre, Haney and Cupp. The last spike was driven January 27, 2001. Finally, thanks to longtime restoration volunteer Ken Faller, who now lives in Chicago and works for Relco, a locomotive rebuilder and leaser, for starting the ball rolling on Relco's donation of the Alco switcher.



A rare sight...snow in the Campo Valley was photographed by Mike Edwards on February 8th, 2001.

Operations.... Getting It Done

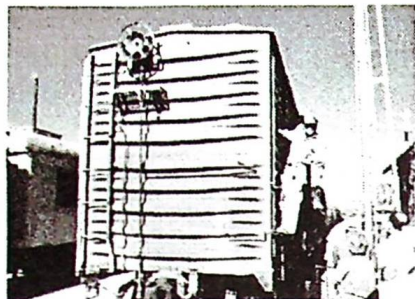
by *Mike Edwards*
Director of SD&A

As always, the SDRM Operations Department has been VERY busy. Over the past few months, many projects have been started and are currently near completion. At the beginning of the new year, we developed "SDRM Motive Power...2001". We made solid decisions regarding what locomotives we were going to use, how we were going to use them, and how we will maintain their operations and matinenance schedules. It has been decided that we will develop a "1st string", and a 2nd string" of available power including two auxiliary units. Our EMD-GP-9; Southern Pacific #3873 and our ALCO-RS-2; ATSF #2098 will be our 1st string locomotives. They will be used as our primary power units and will be displayed on our Miller Creek and Tecate excursion trains as well as our special event trains. Next, our ALCO-MRS-1; USAG #2104 and our EMD-MRS-1; USA #1820 will become our second string units. These locomotives will be used when our 1st string units are down for repairs, maintenance, or on another train. Then our other EMD-MRS-1; SD&A 1809 and our GE-Center cab switcher; USMC #7285 will be used as auxiliary units at our Campo facility. These two units will not be used for any mainline passenger service. Instead they will be used for special switch jobs, work trains, etc. Finally, our grand lady, Southern Pacific #2353 will be used on our excursion trains as often as possible. On those days, our diesels will have the day off for a well-deserved rest.

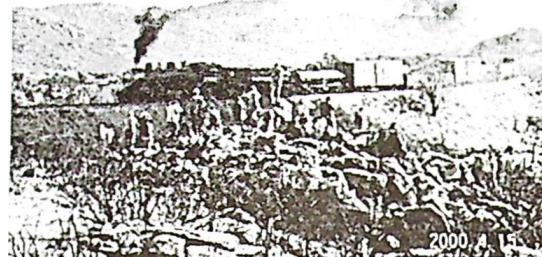
The new carbon trap manifolds have been purchased and installed on USA #1820. Running tests, road trials, and final inspections were run on February 10th and 11th, and #1820 was back in service on February 17th. Bob Hall has been working with our mechanical superintendent Darren Apedaile, on #2098. They are just about ready to start the power assembly work on the engine. It is still to early to set a completion time just yet. Darren found the problem with #2104 and a plan in is place to do the needed repairs. As of yet no time frame has been set. So, what does all this mean? It means that we now have a plan, we've set our goals, decided how to obtain them, and we're working toward them. This is exciting for all of us. If you or anyone you know would like to assist Darren and his team, contact Darren Apedaile at 619-595-3031.

In addition to working on locomotives and rolling stock, we have also started the "Track #9 Extension Project." Track #9 is currently being extended approximately 350 feet to the west. This will allow for more storage room, as well as more work space for car maintenance, restoration and short-term projects. The expected completion date is February. At the February staff meeting, the staff agreed to start the preliminary work on what will become the "Track 15 Installation Project." This track will run along the side of our car barn and be used for long term storage. No time frame has been established for this project yet.

If anyone has questions or comments about the Operations Department please feel free to contact me, Mike Edwards, at 619-595-3031 or at traindancer169@hotmail.com.



Mike Edwards brings 22 car freight string past Campo Depot. Photo by Randy Houk.



SP2353 draws a crowd in April 2000. Photo by Randy Houk.

SP 2353 Update

by *Dick Pennick*, Fundraising Coordinator

The generous response to our appeal for funds to keep SP2353 in service has been overwhelming! As of February 2001, donations have reached \$20,000 with money still being received. Our original goal was \$16,000. The additional donations are being held in a restricted account to cover the cost of future maintenance and repair. Steam locomotives, particularly 88-year-old ones are high-maintenance items. It's a great comfort for the Museum's Steam Team to have a "reserve" from which to draw upon when necessary. Please feel free to continue contributing to this special fund by making your donations payable to SDRM - 2353 Fund. See a complete list of donors to date on page 5.

Our target date for return to service is sometime in April. Non-critical repairs that were planned for this time will be re-scheduled until the summer layover. If you would like to help with this work call Steam Team foreman Dwight Koller at 619-4778-9348 (evenings) or e-mail dwight2353@peoplepc.com.



Brakeman Dick Pennick about to make a "cut." Photo by Randy Houk.

SAN DIEGO RAILROAD MUSEUM Presents

Copper Canyon Adventure

9 Days Into the Depths of the "Grand Canyon" of Mexico



Fare: \$1,400 Museum Member and \$1,450 Non-Members
(double occupancy, single supplement add \$150)

Departure: San Diego, CA Saturday March 31, 2001

Return: San Diego, CA Sunday April 8, 2001

Your group will travel from the Santa Fe (Amtrak Depot) in San Diego to the Tijuana Airport on Saturday morning. There we will board a flight to Los Mochis, Mexico, where we will transfer to El Fuerte and the *Posada del Hidelgo Hotel* for the first night's lodging and a chance to become acquainted with fellow travelers. Early Sunday morning we will board our First Class rail car on the Chihuahua-Pacifico RR for a daylight ascent to the Canyon. Our route passes through spectacularly rugged, mountainous country where rivers have cut several sheer-walled gorges rivaling in depth any major canyon in the world. We will ultimately reach an altitude of 7700 feet at Creel, our destination.

In Creel, we will stay for two nights at the *Parador de la Montana Motel*. From here, we continue by bus through breathtaking scenery to the bottom of the Canyon for a three-night stay in the old mining town of Batopilas. This community is a treasure trove of Spanish Colonial buildings, mines and haciendas surviving from the 18th century. If exploring is fun for you, then you will enjoy Batopilas, a tropical contrast to the mountain town of Creel. After rail transport back to Los Mochis, the final night of our nine-day trip will be at the *Santa Anita Hotel*. The next morning, we will fly back to Tijuana to rendezvous with our ground transportation back to San Diego's Santa Fe Depot and the conclusion of our delightful Mexican adventure.

The price for this fabulous trip includes: all transportation as described, gratuities, hotels, and some meals. It does not include optional tours.

For information and a tour application call:

Ann McVeagh (619) 477-9402

or the Museum Office (619) 595-3031

No refunds after March 20, 2001

Accommodations filled on a first-come, first-served basis.

Will You Be Railfan of the Year?

It's that time of year again! The Annual Membership Dinner and Awards will be held March 21st at the Bali Hai in Point Loma. The view is great, not to mention all you can eat of a very tasty buffet! A no-host bar opens at 6pm, dinner is served at 7pm, and the awards program begins at 8pm. The price for all this glamour and excitement? The same as last year...\$55 per couple, and \$30 for a single. Any two people can constitute a couple, so bring a friend. Reservations are recommended. Please call 619-595-3031 and ask for Ann McVeagh. Dress is aloha shirts and sarongs or anything tropical!

Museum Briefs

SD&A Railway Ridership Update

by H. Chalmers Kerr, Jr. V.P. Railroad Operations

Preliminary ridership totals have been compiled for 1995 through 2000. 1999 was our best year since we began running passenger trains thanks to a vigorous marketing campaign. In 2000, ridership was down 36% due to cancelled Tecate trips when tunnel no. 3 collapsed, changes in Tecate train administration, and greatly reduced advertising due to financial belt tightening. Passenger counts will probably not increase significantly without vigorous promotion of all SDRM trains to an expanded market.

	SD&A Ridership					
	Miller Creek	School Days	Dinner Trains	Tecate	Special Trains	Grand Total
1995	16,343	1,839	N/A	2,192	N/A	20,374
1996	17,310	1,565	N/A	3,747	N/A	22,622
1997	14,495	1,912	N/A	4,397	N/A	20,804
1998	13,101	1,156	253	6,433	253	21,196
1999	13,434	1,618	394	6,819	396	22,661
2000	9,927	1,180	203	3,235	349	14,894

For more information about the
San Diego Railroad Museum,
visit our website at www.sdrm.org!

Board Welcomes New Trustees

At the January 2001 Board of Directors meeting, two new trustees were welcomed to the SDRM Board of Directors, while a nine-year trustee was retired. **Dick Pennick** and **Lamar Scheuerman** joined the 16-member board, filling two vacant elected posts. Both men are familiar faces around the Campo complex. Dick is a locomotive engineer and fills many other jobs in the Museum. Lamar is known as one of our premier photographers. His pictures have appeared many times in the *Report*, and he has captured wonderful images of our engines and rolling stock which he generously shares with our members.

Retiring from the Board was member **Ann McVeagh** who completed three elected terms, and was required by Museum bylaws to step down for at least one year. Ann continues to volunteer in the Museum's downtown office and with excursions. The Board regrets losing her, but we are all richer for her selfless dedication to our organization.

San Diego Railroad Museum

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San Diego, CA 92101

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