

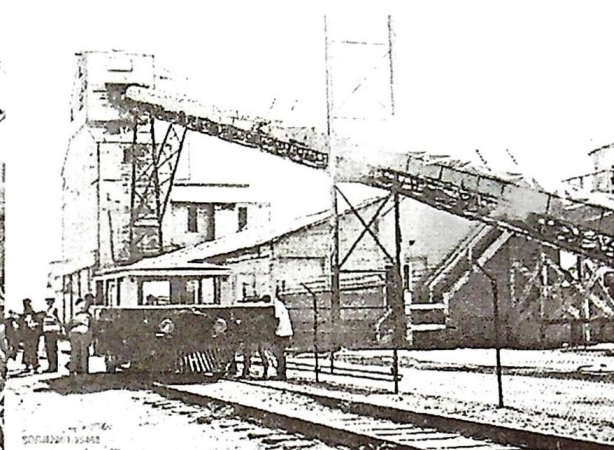


Summer 2001 **REPORT** Volume 272

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



Commissioners from the State Historical Preservation Commission ride the Coronado Line to assess its viability for historical designation.



Passengers take a closer look at the Western Salt Works, one of the cultural features on the Coronado Line.

Save the Coronado Line!

A group of rail enthusiasts including members of the San Diego Railroad Museum are working to preserve the Coronado Branch Line, the last remaining portion of the National City & Oroya Railroad. The line, built in 1888, is the second oldest commuter line in the county and once ran from downtown San Diego to Imperial Beach and along the Silver Strand to Coronado.

Today, this line is mostly unused and some parts of the tracks have been paved over. As the City of Chula Vista looks toward developing its waterfront, it is also looking at tearing up or paving over sections of the Coronado Line. Historians, preservation groups, and concerned citizens have mounted an effort to prevent this historic right-of-way from being replaced by a hotel or a shopping mall.

The preservation group SOHO (Save Our Heritage Organization), placed the branch line on its list of the most endangered historical sites in San Diego County and Northern Baja California. Bruce Coons, Executive Director of SOHO, in an interview in the San Diego Union newspaper said "It's pretty much lunacy to tear up a right of way in this day and age." SOHO, along with SDRM, Carrizo Gorge Railway, Inc. San Diego Electric Railway Association, and San Diego Railway Partners, have sponsored a proposal to the State Historical Preservation Commission in Sacramento to give the Coronado Line a state historical designation. While this holds no legal weight, it would create another hurdle for anyone wishing to demolish the line.

In May, eight of the nine state historic commissioners visited San Diego to determine if the Coronado Line meets its requirements. "There are a lot of historically designated railroads," said commissioner Knox Mellon. "We are trying to find more. We are interested in this because it is so historic, and it offers the potential of being brought back to use. Sometimes you just see these things in museums."

Museum News

The San Diego Railroad Museum, in partnership with Carrizo Gorge Railways and the San Diego Electric Railway Association have been running excursions on the Coronado Branch for almost a year. On the first Sunday of the month, the public can ride the rails on an 4.5 mile 35-minute trip which starts and ends at Rail Car Plaza in National City. Along the route, riders witness everything from natural beauty to long-forgotten sites from San Diego's past.

"This 112-year-old line is an integral part of San Diego history", said Mike Reading, long-time SDRM member and one the guides on the Coronado Branch excursion. "The line was originally built as a way to move people to the Hotel del Coronado and Coronado Island. It later played a role in war efforts, when it was used to haul stores, freight, munitions and troops to bases at North Island." Along the route, riders see the connection to the SD&A main, the Santa Fe Interchange, and the original California Southern yard, the terminus for San Diego's first transcontinental railroad link. In the California Southern yard is rail dating back to 1888, manufactured by Krupp Iron Works of Germany, and still in use today. The National City Depot, which is also on the line, and underwent a million dollar renovation in 1999 is the last of the original Santa Fe transcontinental railroad depots left in the country.

The wonders of the line are not confined to railroad history, however. "We take our riders through the heart of the Sweetwater Marsh, a national wildlife refuge", said Reading. Riders are regularly treated to views of endangered shore birds like snowy egrets and great blue herons. At one point on the line, an eroded sand bar reveals thousands of clam shells, remnants of an old encampment where for hundreds of years Indians regularly harvested shellfish from the bay.

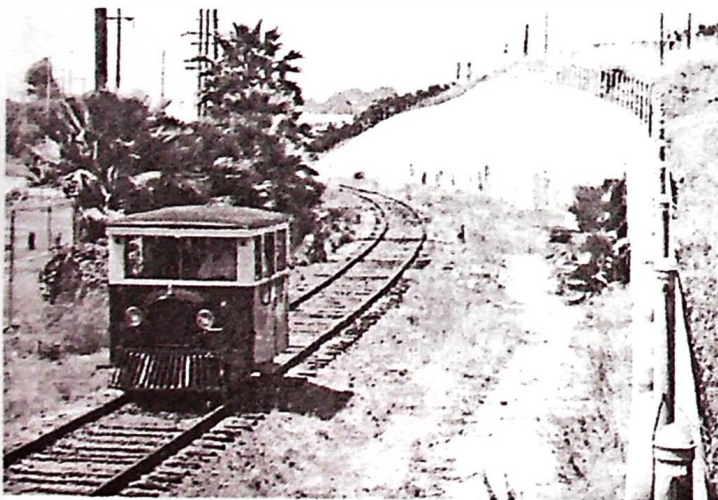
This line served freight operators until just a few years ago. The last operators on the line were the Western Salt Works, the South Bay Power Plant, and Rohr Industries, which is now the home of B.F. Goodrich.

Since excursions began in mid-July of 2000, some 600 passengers have taken the motorcar trip. Reading and others feel there is even greater potential down the road. "We're in the middle of 4 million people here in San Diego and Northern Baja, plus the tourists. That's enough business to run six to eight round trips daily, plus dinner trains once a week." Reading noted the line offers a great railroading alternative to tourists who may not have the time or transportation to make the trip to Campo. "We think tourism holds the greatest potential for growth", he said.

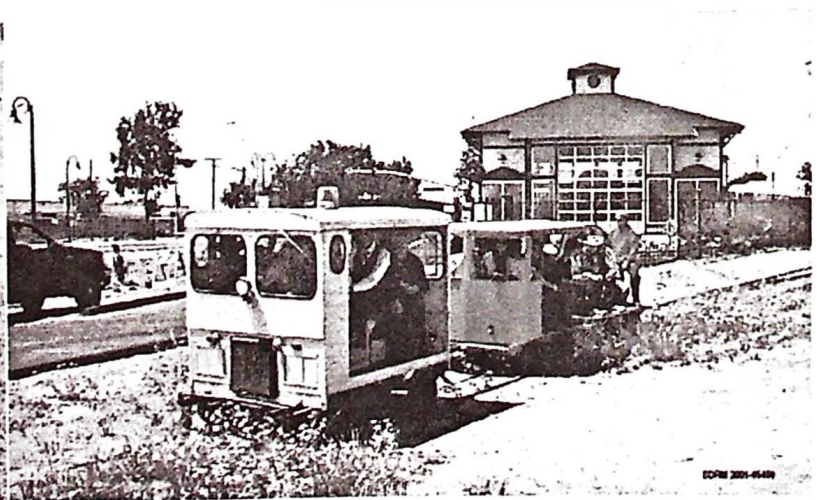
As South Bay cities look to develop their waterfront, a tourist railroad would seem an ideal way to move visitors from the area to downtown and to Coronado. The railroad right-of-way can also facilitate a bike trail and provide unobtrusive access to the wildlife refuge. But despite all it offers, the Coronado Branch's future remains uncertain.

There is growing pressure to abandon the line and clear the way for developers. MTDB, the San Diego agency responsible for the Coronado Line, will decide its fate in August.

"We need people to make their voices heard and to write letters to support the rail project", said Ed Kravitz, a concerned South Bay resident. "Many people are not in the habit of writing letters, but now it is very important. Write the Mayor, the City Council, the Chamber of Commerce, County Supervisors, the cities of Chula Vista, National City, MTDB, the Port, and the newspapers", said Kravitz. "This is our legacy railroad...our piece of history preserved. Please pull out all the stops and flood the newspapers and politicians in support of tourist rail projects. It's now or never folks!"



The Santa Maria Rail Bus cruises the Coronado Branch with Mike Reading at the helm.



Rail motor cars depart Rail Car Plaza in National City for a run through the marshes. (photos for the article provided by Rich Borstadt)



Alan Andrews leads Baja Governor Alejandro Gonzalez Alcocer (second from left) and entourage tour the SDRM grounds in Campo to celebrate the 25-year operating agreement recently signed between the government of Baja California and Carrizo Gorge Railway.

Governor of Baja California Visits SDRM in Campo

by H. Chalmers Kerr, Jr.

Vice President Railroad Operations & SDRM Trustee

Officials from SDRM and Carrizo Gorge Railway joined with Baja California's top government officials on May 30th to symbolically mark the signing of a 25-year agreement to operate 44 miles of track in Baja, between border crossings at San Ysidro (west) and Division (east), the line of the old Ferrocarril Tijuana y Tecate.

Governor Alejandro Gonzalez, his wife, and government officials began the day in Tijuana touring the rail line by motor vehicle, arriving at Campo around noon. They were greeted by SDRM President Arnold Hunsberger, Interim Executive Director Richard Borstadt, and trustees Chalmers Kerr, Maryanne Thompson, Alan Alvarez and Maria Castillo de Curry. Gary Sweetwood, President and Chief Operating Officer of CGRY was also on hand. About 50 guests attended.

A formal program was presented in Spanish inside the partially completed Visitor Center. In preparation for the event, SDRM and CGRY spruced up the Museum yard and Car Shop areas, and outfitted the Display Building with conference support furnishings. This included linen-covered tables in an open U configuration, a head table on the track entrance side, padded folding chairs, national flags, video projector and screen, sound system and serving facilities for beverages.

Ing. Jesus Torres Acevedo, Director of the Baja California Rail Authority and Sr. Herman Reyes Gil, Legal Representative of Ferrocarriles Peninsulares del Noroeste, S.A. de C.V., spoke of the reopening and rehabilitation of the Mexican portion of the 144-mile San Diego & Arizona Eastern rail line. Plans include a major Tijuana trolley system, and a new rail line between Tecate and Ensenada, B.C. which will support ocean going container freight via expanded Ensenada Port facilities. Also mentioned were historic renovations planned for the Tijuana and Tecate depots, structures which were built as part of the original SD&A line. Briefly mentioned was the potential of reopening the Desert portion of the SD&AE through Carrizo Gorge to Plaster City which would provide a direct link between Baja California and San Diego to the vast U.S. and Canadian rail system and mainland Mexico.

Governors Visit con't.

The U.S. based Carrizo Gorge Railway, in conjunction with the Mexican company Ferrocarriles Peninsulares del Noroeste, S.A. de C.V., plan to repair portions of the track in Mexico and to add trains in upcoming months. Additional freight traffic in B.C. for CGRY will benefit our Museum with increased income as a result of our alliance.

The SDRM and CGRY alliance, coupled with the B.C. rail plans will solidify tourist operations between Campo and Tecate. Future expansion will likely include excursions to Tijuana once repairs to collapsed tunnel No. 2 are completed in the next few months. The anticipated route to Ensenada may also offer an opportunity for additional tourist trains to the growing Baja seaside port.

SD&IV leasor RailAmerica Inc., formerly RailTex Inc., has been operating the freight concession on both sides of the border. But CGRY will take over the operations south of the border in July. The U.S. portion of the track is owned by the San Diego Metropolitan Transit Development Board. Jack Limber, legal counsel for MTDB commented to the San Diego Union newspaper that he was pleased about the long-term concession, calling it "one step forward."

Following the formal program, Gov. Alcocer and his party toured the Museum facilities and the CGRY sand operation. A special train carried the Governor and SDRM and CGRY officials to Tecate, B.C. The consist featured SP No. 3873, Pullman-observation private car Robert Peary, the baggage car and AT&SF cafe-lounge car 1509. Light refreshments were enjoyed by the parties.

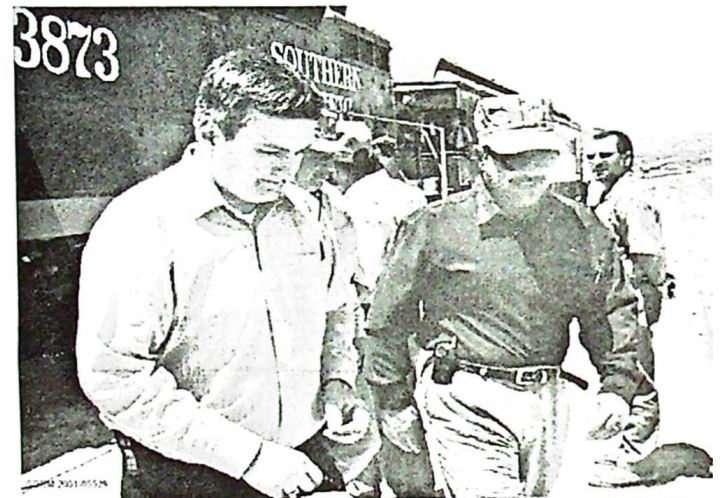
Prior to departing Campo, the Governor was shown into the cab of the Museum's GP-9 Southern Pacific No. 3873. He rode a short distance, tooted the horn, and posed for media photos. The Governor appeared to enjoy himself and was impressed by what he saw at Campo. The day's events were extensively covered by Mexican TV and press, with the Union-Tribune newspaper also in attendance. NBC 7-39 also reported on the event.

Many thanks are offered to our Museum administrative staff; Rich Borstadt, Interim Executive Director, Jim Polloreno, Director of the Campo Complex, and Mike Edwards, Director of SD&A Railway. These gentlemen provided considerable preparation support for the event.

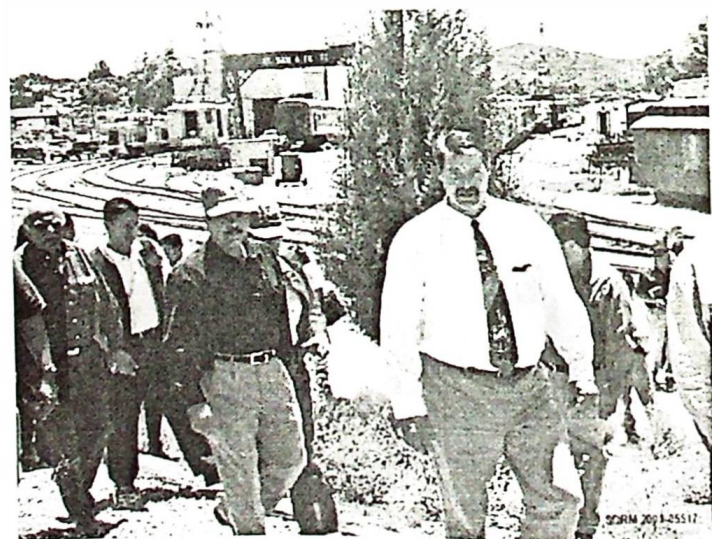
The special train crew included Dan Runyon, engineer;; Mike Edwards, fireman and head brakeman; Ansara Gilbert, conductor; Alan Andrews, rear brakeman; Maryanne Thompson, Alma and Rod Gilbert, private car stewards, Ian Bulgar, brakeman trainee and Jim Polloreno, fire speeder operator.



SDRM's official greeting party included CGRY Officer Vince Crisci, Jr., Chop Kerr, Maria Castillo de Curry, Rich Borstadt, Arn Hunsberger, Alan Alvarez, Sr., Alan Alvarez, Jr., and CGRY employee Geoff Scheurerman.



The Governor and Jesus Torres Acevedo, Director of the Baja California Rail Authority disembark from an excursion ride on the SD&AE line.



CGRY President and COO Gary Sweetwood leads the Governor and guests on a tour of the upper yard on the Campo grounds.



First Spring Festival A Success

by Dick Pennick
Steering Committee Chair & SDRM Trustee

SDRM's recent Spring Festival & Old Time Days at Campo over the Cinco de Mayo weekend was a rousing success. Attendance for the two-day event reached almost 1,300 people who were treated to more than 50 exhibits, train rides, museum displays, great food, and wonderful weather.

Preliminary results suggest that the event broke even, and perhaps earned a profit. General admission charges were kept at a minimum to make it affordable and fun for the entire family. We tried to encourage general public interest, not just railroad buffs, and I think we succeeded in doing that.

The most popular activity was the opportunity to pilot our 1958 ElectroMotive Division GP-9E (ex -St. Louis Southwestern Railway) 104-ton diesel-electric locomotive, No. 3873, along approximately 0.6 miles of the Museum's House Track and Museum main. Every one of the 30 minute slots was filled on both days. County Supervisor Dianne Jacob, State Assemblywoman Charlene Zettel, and Frank DeLima from Senator Jim Batten's office gave it a try. Even Museum members took advantage of the special member's rate to take a shot at the throttle. Thanks to Randy Houk and Mike Reneau for supervising the "budding" engineers, and to the brakeman for handling the task of guiding the engines safely up and down the track all day.

Rich and Jo Pope came all the way down from Apple Valley to offer speeder and trailer rides for the weekend.

On Saturday evening, the Museum offered a "Full-Moon Hayride Train" to the Mt. Empire Jr.-Sr. High School as a fundraiser for the school band program. The train consist included locomotive No. 3873, one of the ex-Lackawanna coaches, our generator-equipped baggage car, the open -air "Fallbrook" car with baled straw inside, and member Dan Marnell's restored SP caboose No. 1061 bringing up the rear, complete with a pair of genuine kerosene marker lamps. The kids earned enough money to charter a bus to Knott's Berry Farm this summer. The event was such a hit, we may elect to run some for ourselves on selected summer evenings.

A selection of cars and locomotives from the Museum's large collection were displayed and proved very popular with our guests. Thanks to Mike Retz who coordinated and staffed the docents for this display.

Ted Kornweibel and his team showed off our nearly -completed ex-ATSF Railway Post Office car and received many favorable comments on a job well done.

Museum Events

Spring Festival con't

A couple of other "firsts" on our display string was the John Spreckels business car, the 0-5-0 "Carrizo Gorge" and our 1899 Jackson & Sharp wood coach, acquired from Short Line Enterprises/20th Century Fox in 1976. This was the first time in several years the Spreckels car had been on public display, and the first time ever for the venerable wood coach.

Other popular attractions were the kids' sandbox and coloring tent, and the live petting zoo that featured llamas, lambs, calves, and a kid goat. The antique autos and farm machinery kept old-timers amused.

The key to our success was advertising, most notably a full-page illustrated article on the Museum and the event in the May issue of SUNSET Magazine, and two items in the April issue of AAA's WESTWAYS Magazine, which listed our Museum as one of the "eight great railroad museums" in the state. Articles were also noted in *San Diego Home/Garden Magazine*, *The Reader newspaper*, *San Diego Union-Tribune*, *Alpine News Monthly*, *Alpine Sun*, *Old California Gazette* newspaper, and the *Mira Mesa/Scripps Ranch Sentinel*.

Approximately 19 hard-working Museum members made up my Steering Committee and labored most of a year to plan and stage this event. There are several members and others who stand out above the rest because of their extraordinary commitment. There's always a risk of leaving someone out of a listing like this, so given that risk, here's my "atta boy" list:

Sandy & Bob Schussler - an amazing job performed by this husband-wife team to organize and implement the exhibitor coordination task;

Jim Polloreno - the Museum's Campo site manager. Hundreds of volunteer hours spent developing supporting site infrastructure, sprucing up the grounds, and converting an old bunkhouse trailer into a sparkling display building complete with wall-to-wall carpeting, historic displays, an operating N-gauge model railroad layout, and a built-in video system.

Mike Edwards - The Museum's Director of the SD&A Railway. "Tell me what you need and I'll make it happen" was the credo of this hard-working young man who not only attended nearly every Steering Committee meeting in spite of his busy schedule, but who successfully orchestrated the bewildering array of train movements during the Festival (after spending most of Friday night making up the required trains!)

Dennis Busch - a professional advertising consultant who came to us by way of one of our evening Dinner Trains and a tip from Trustee/Car Steward **Jim Friedlan**. Dennis was responsible for developing all of the copyrighted artwork used for the Festival t-shirts, souvenir program and other promotional activities as a pro bono contribution to the Museum.

Alan Alvarez & Myke Santos - Both Museum Trustees. Without their professional expertise and detailed coordination, the Festival security program would not have been possible. Thanks to these gentlemen and their team of volunteer law-enforcement professionals, a security presence was provided continuously from late Friday afternoon through Sunday. In addition, special portable radio units were provided to key ground staff during the event.

Doug Hovland - Museum Trustee. Thanks to his efforts and personal donations, the event had adequate electrical power, and the main stage had a shade canopy;

Don Getz - Museum trustee. Retired from the construction industry and able to operate practically anything that moves (including the Museum's diesel locomotives). Without his many punishing hours on bulldozers and skidloaders to prepare the event parking lot and perform other clean-up work at the site, the event would not have been possible.

Paula Strong & Walt Richards - with the help of Activities/Events Sub-Committee Chairman **Ann McVeagh**, Paula and Walt expertly assembled the musical acts that performed continuously during the Festival, the essential "glue" that helped hold the event together, and provided the sound mixing and Master of Ceremonies duties as well.

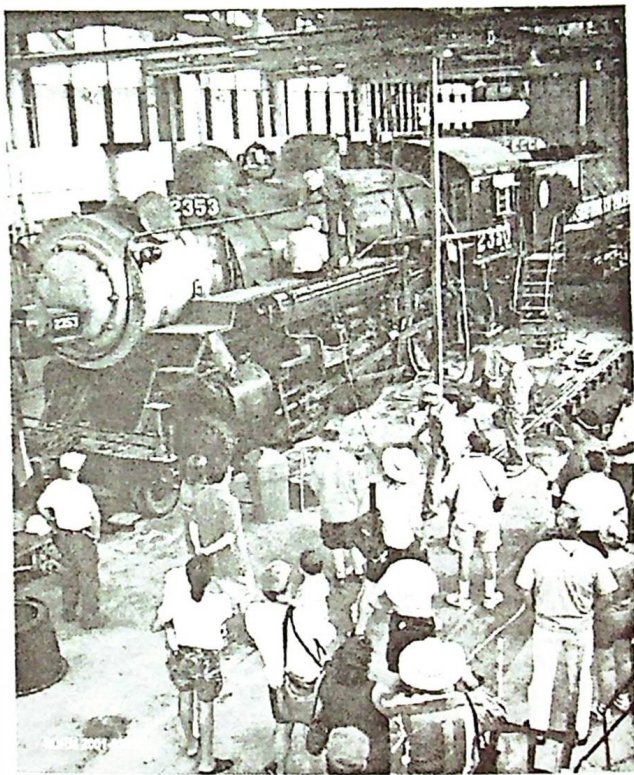
Larry Plaster - Site Manager of Father Joe's PromiseLand Ranch in Campo. An extraordinarily helpful gentleman. All of the tables and chairs, as well as the large tent we used for the main ticket/souvenir booth were provided free of charge by Larry and his organization, including delivery, setup and removal. In spite of the unfortunate wind loss of three smaller booths he had delivered and set up on May 2nd, he honored his original commitment to the Museum by driving the way to San Diego to retrieve a replacement structure and helping to set it up at Campo in time for the event.

Spring Festival con't

Others who provided invaluable assistance or offers of help included: Tony Neff, President of the Mt. Empire Campo Kiwanis; Tom Hargraves, County Maintenance Supervisor, Campo; Jim Ferguson, local contractor and equipment operator; Judy Shaplin, Executive Director of Southern Health Services, Campo; Gary Sweetwood and Matt Adams of Carrizo Gorge Railway, Inc.; Mike Huffaker, manager of Freedom Ranch adult rehab facility; Campo Fire Dept. (Chief Steve VanHeertum), and Jim Polloreno's stepfather, Steve McCully of Steve McCully Graphic Design, who provided signs and banners for the event at greatly reduced prices.

To all of these wonderful people, my Steering Committee, and others I've overlooked, and to all of the folks who helped on the ground---in the booths and on the trains--- I cannot say enough in praise of your efforts. It would not have been possible without your unselfish and dedicated effort.

Which brings us to next year! Now that we have one under our belt, it would seem a shame to waste the momentum by not beginning a plan for 2002. A chairman is needed who is willing to commit the time and energy to put the event on. It is absolutely a team effort and so much new ground has been plowed this year, next year's event should be much easier to pull off. I will help transition the new chairman into the job as needed. Give it some thought! Let's look forward to an even bigger and better SPRING FESTIVAL next year! - Dick Pennick



Festival guests observe annual inspection work on SP No. 2353. Commentary provided by member Jim Baker.



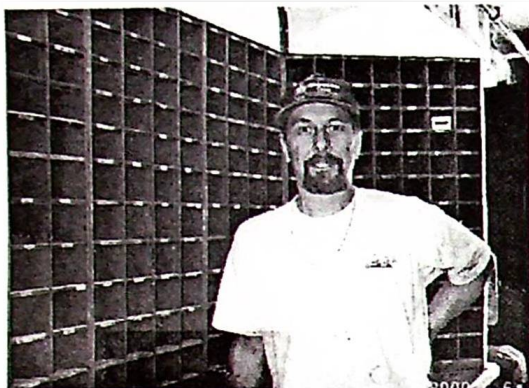
Diane Roberson, SDRM's first lady conductor contemplates the next step to first lady engineer!

SP No. 2353 in Pearl Harbor!

Scenes from the movie *Pearl Harbor* were filmed in Campo using SDRM's steam engine SP No. 2353. Our beloved engine also appears in the music video for the movie's feature song, sung by Faith Hill. But don't blink or you'll miss it. We're told SP No. 2353's moments of fame last only a few seconds on both the big and the little screen!

SDRM
Conductor
**Randy
Houk**
wows the
crowd by
wrangling
some
Campo
wildlife.





Ted Kornweibel can usually be found in his second home at Campo, inside the ATSF RPO car.

Ted Kornweibel.... Superintendent of Restoration.... and the RPO Cinderella Story

Ted Kornweibel, Superintendent of Restoration for the Museum has been a dedicated member and volunteer for over 20 years, with more than half of those years spent managing restorations of rolling stock at the Campo facility. Ted and his small group of volunteers use wrenches and screwdrivers, wire cutters and paint brushes, sweat and tears and no small amount of creativity to painstakingly repair and restore the priceless objects that make up our rolling stock collection.

Ted, who is a SDSU college professor of African-American studies and published author joined the Museum on a lark back in 1980. "I was driving down the street in La Mesa near the depot and I saw a wooden caboose under restoration (Santa Fe No. 1413) with people swarming over the top of it. So I stopped and asked if I could help." Friendly SDRM members welcomed him aboard. "Restoration was something that looked fun, and it turned out to be fun", said Kornweibel. "That was the secret for me."

Ted had no formal experience in restoration, but he grew up around a woodworking shop and was comfortable with tools. "I was comfortable with wood, but had never worked with metal. My own skills and understanding have improved tremendously from working side-by-side with other volunteers at the Museum."

"Restoration of rail cars is much like renovating an old house," says Ted. "You never know what you're going to find until you open it up and look inside." Budgets and timelines tend to go out the window with historic restoration projects. "Restoration is a lot of idealism", says Ted, "because it's an unknown how far you're going to have to go and what you'll have to do to get there."

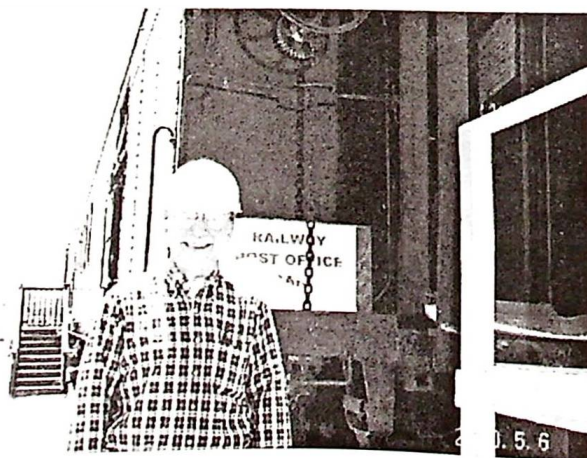
A case in point is the Restoration Department's latest project, the ten-year restoration of the Santa Fe RPO 74 car. "If we'd known it was going to take so long, we might never have started this project," said Ted. "But it was an important and exciting project. So few of these cars are still around. It tells such a wonderful history of railroading that many people are not aware of."

The Rail Post Office Car came to the Museum in the 1980s at the urging of Herb Kehr, a life member of the Museum who was a former RPO clerk. Purchased from a collector in Houston for \$10,000, this 1926 post office on wheels was a desirable acquisition because its interior configuration was intact. Its exterior, however, was not as well preserved.

"It's condition was about the worst of any car we ever worked on," said Ted. "The window casings had deteriorated. A fiberglass patch job had to be removed. Every window opening had to be reconstructed. Every window had to be remade over because they were so far gone." A \$6,000 grant was secured by Trustee George Coleman and his wife Anne, who were active in Las Patronas, and the project was underway.

Since the car was to be operational, its restoration involved more than just its looks. Ted said, "An operating rail car has a whole complicated system of brakes and trucks and airlines of which I know almost nothing. But fortunately there's other people in the Museum who know everything. So it became a true team effort among departments from all over the Museum."

During the middle of the RPO's restoration, the Museum's focus shifted to the Santa Fe 1509 dining car which was needed to provide a first-class experience on excursion trains. "The 1509 was another major interior restoration job, so the RPO project was put on hold." The SF 1509 was eventually completed, but by then, the restoration of the SP No. 2353 was underway. "This drained Museum resources and manpower for a few more years," said Ted. While it too became an important part of our collection, the RPO drifted further and further from the limelight.



SDRM Restorations volunteer Frank Stites has been a devoted worker on the RPO Restoration project.

Kornweibel con't

Ted and a small group of dedicated volunteers kept their sights on the prize, however. Collecting donations from visitors and digging into their own pockets on many occasions, the restoration crew, with help from other Museum departments, managed to paint the exterior, repair the undercarriage, replace the windows, and restore the interior of the car. Almost without anyone noticing, the RPO car was transformed from Cinderella in the ashes to Cinderella at the ball.

"It's so exciting, and a real relief," said Ted. An RPO car has a very complicated and detailed interior (think hundreds of mail cubbyholes!). The hours spent stripping paint and sanding wood have left a lasting impression on the restoration crew. "Only those of us who know how many hours, how much work, how creative we've been to solve problems can know the satisfaction of seeing the job close to completion," said Ted.

Ted expects the RPO project will wrap by the end of this year, bringing and end to a lengthy restoration chapter. But the results are well worth it. Because of Kornweibel and his crews' hard work, SDRM has an historic rail piece that would be the envy of any railroad collection.

A special commemorative roll-out is in the works for 2002. Ted hopes to organize a special train that will run to Tecate. The price of the trip will include a commemorative stamp with a dual-cancellation from Mexico and the United States. He hopes the event will attract philatelists as well as train buffs, and raise funds for future future restoration projects.

But before any more projects get started, Kornweibel is looking to build a pole barn, a structure that will facilitate sand blasting and painting, and provide some protection for restoration projects from exterior conditions like heat and wind. "I've been trying to locate a contractor who is experienced in this type of construction, but I haven't had much luck. If a member knows of someone who can do this, I'd love to hear about it."

If Kornweibel has his way, the next restoration will be an exterior-only project chosen from the Museum's representative freight pieces, which are lined in the upper yard at Campo awaiting their turn to be Cinderella. "No more interior restorations!" said Kornweibel with a smile. "I want to try and help improve the look of Campo. "Rather than a rail "junk yard" I want people to see the potential of our vast collection", said Ted. "A long-term project just doesn't move fast enough for people to see progress."

The one thing the Restoration Department needs is more volunteers. The final years of the RPO restoration was done by only three people. More people could get the work done faster.

"Our primary objective is to have fun," said Ted. "The work is secondary, really. I try to create a positive atmosphere and a fellowship among my crew because that's what hooked me all those years ago. As for skill, I can use anybody. I only ask that you bring your hands and a good attitude. I'll find something you can do to help."

The Restoration Department works almost every Saturday from around 9 am until 3:30 pm. Ted says come as little or as often as you can, but just come. "Restoration is one of the greatest things our Museum has to offer," he mused. "To bring something back to life is an incredible achievement." The Museum's Cinderella, the Santa Fe RPO 74, would agree.

George Coleman 1928 - 2001

On Sunday May 3rd, 2001, George Coleman, member and former Trustee for the San Diego Railroad Museum, died on his 73rd birthday. George and his wife Anne were active in the Museum in the 1980s and 1990s, and were instrumental in getting a \$6,000 donation from the Las Patronas organization for the restoration of the AT&SF RPO 74 car. George's lifelong love of railroading dated back to his youth when he spent a summer working for the Railroad Express Agency on the route between San Diego and Yuma. Several hundred dollars have been donated to the Museum in George's name. He touched many our lives at the Museum and in the community. We owe him a debt of gratitude for being one of the early believers who made the restoration of our rail post office car possible.

SDRM Excursions

July 2001

- 1st: Miller Creek 11 & 2:30pm
Coronado Branch - 12 - 4pm every hour*
- 7th: Miller Creek 11 & 2:30pm
Tecate Train 3:00pm
- 8th: Miller Creek 11 & 2:30 pm
- 14th: Miller Creek 11 & 2:30 pm
- 15th: Miller Creek 11 & 2:30pm
- 21st: Miller Creek 11 & 2:30pm
Tecate Train 3:00pm
- 22nd: Miller Creek 11 & 2:30pm
- 28th: Miller Creek 11 & 2:30 pm
Tecate Train 3:00pm
- 29th: Miller Creek 11 & 2:30 pm

August 2001

- 4th: Miller Creek 11 & 2:30 pm
Tecate Train 3:00 pm
- 5th: Miller Creek 11 & 2:30 pm
Coronado Branch - 12 - 4 pm every hour*
- 11th: Miller Creek 11 & 2:30pm
Tecate Train 3:00 pm
- 12th: Miller Creek 11 & 2:30pm
- 18th: Miller Creek 11 & 2:30pm
- 19th: Miller Creek 11 & 2:30pm
- 25th: Miller Creek 11 & 2:30pm
Tecate Train 3:00pm
- 26th: Miller Creek 11 (Brunch Train) & 2:30pm

September 2001

- 1st: Miller Creek 11 & 2:30pm
- 2nd: Miller Creek 11 & 2:30pm
Coronado Branch - 12 - 4 pm every hour*
- 8th: Miller Creek 11 & 2:30pm
Tecate Train 3:00pm
- 9th: Miller Creek 11(Brunch - Grandparents
& 2:30pm Day)
- 15th: Miller Creek 11 & 2:30pm
- 16th: Miller Creek 11 & 2:30 pm
- 22nd: Miller Creek 11 & 2:30pm
Tecate Train 3:00pm
- 23rd: Miller Creek 11 & 2:30pm
- 29th: Miller Creek 11 & 2:30 pm
Tecate Train 3:00 pm
- 30th: Miller Creek 11 & 2:30 pm

October 2001

- 6th: Miller Creek 11 & 2:30pm
Miller Creek Dinner Train 6pm
- 7th: Miller Creek 11 & 2:30pm
Coronado Branch - 12 - 4 pm every hour*
- 13th: Miller Creek 11 & 2:30pm
Tecate Train 3:00 pm
- 14th: Miller Creek 11 (Brunch) & 2:30 pm
- 20th: Miller Creek 11 & 2:30pm
Tecate Train 3:00 pm
Wine Tour 8 am departs Santa Fe Depot
- 21st: Miller Creek 11 & 2:30pm
- 27th: Miller Creek 11 & 2:30pm
Tecate Train 3:00pm
- 28th: Miller Creek 11 & 2:30pm

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
Tecate 1st Class - \$100 per person
Wine Tour - \$90

* Coronado Branch - \$5 Adult \$2 Youth
Rail Bus or Speeder Outing -
Departs from National City Depot

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

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

RPO Car Interior Nears Completion

by Ted Kornweibel

Superintendent of Restoration

You may not appreciate the anticipation the Restoration Department felt as the days approached for the painting of the interior of the AT&SF RPO 74 car. It had taken two years (yes, we mean two!) to sand and prep the interior, and we were exhausted from the sheer tedium of the task. It took us a full day, finally, to mask off the car. We were so eager for change that even the prime coat looked beautiful! Finally, after four days of work by professional painter Greg DeHart, we eagerly tore off the masking paper to reveal Cinderella, dressed for the ball. The interior is spectacular, beautiful, stunning, (and I haven't exhausted my adjectives.) The colors---medium green on the walls, cream on the ceiling and clerestory---are authentic, of course.

What's next: we've dived right into re-finishng the wood sorting bins. It's going fast, which is a new experience for us, and it's relatively easy. This would be a great time for you folks who haven't yet found a niche at Campo to give restoration a try. All the woodwork takes is a simple light sanding with a "jitterbug", and then a few coats of shellac, which dries in minutes. There's no easier finish. After only two coats of shellac, the sliding doors on the overhead sorting bins look fantastic.

After we re-finish the wood surfaces, then it's on to the "pigeon holes" (letter cases), which need sanding and painting. The interior and exterior need to be lettered. THEN: the floor can be sanded and painted. THEN: all the appliances can be re-installed. AND THEN: AT&SF RPO 74 will be FINISHED! COMPLETED! DONE! THROUGH! WRAPPED UP!

Please, help us finish these tasks! With the departure of Kevin Dudenbostel, we're down to two regulars: Frank Stites and myself. Call Ted, at 619/461-0098, to help us reach our goal of completing restoration in less than a decade!



The freshly painted interior of the RPO 74, the result of thousands of hours of labor by the Restoration Department.



An unidentified volunteer from Montana State U. helps with sanding of RPO car.

College Students Spring Break Into Action

by Ted Kornweibel

Superintendent of Restoration

While thousands of college students caroused in Cancun and Cabo San Lucas on alcohol-fueled spring breaks, others were making themselves useful. This includes ten students from Bozeman's Montana State University who camped at Lake Morena and spent their days working at the Museum in the Restorations Department. One day was devoted to the interior sanding of the RPO car. The additional hands and spirit of the students boosted those of us who had labored for months on this tedious and seemingly endless task. The young women were as eager to work as the young men. They asked nothing for their service, and were embarrassingly grateful for the simple spaghetti lunch we provided. I wish I could identify them by name. But perhaps when this Report reaches Montana, they will recognize themselves. Guys and gals, thanks for a job well done! Not only do we appreciate your hard work, but your presence definitely brightened our days last March. Come visit us again!

Museum Briefs

Dinner Train Winners

Congratulations to Dan & Jo Haaland of El Cajon, winners of the Dining Adventure Raffle. The prize is a 5-course traditional railroad-recipe dinner party for 18 people aboard a private dinner train. Over 350 tickets were sold, and the winning ticket was drawn by Lidy Loveday of 5-Star Tours. A special thanks to all involved in making this fundraiser a success!

Movie Night & BBQ at the Spreckels Organ Pavillion? Monday August 13, 2001 7:30pm

This year's feature film is
"The Great Train Robbery"
starring Tom Mix and accompanied by
theatre organist Dennis James. A summer
barbeque on the grassy area adjacent to the
pavillion runs from 6 to 7:30 pm. Dinner is
\$12. Advance reservations requested. Call
the SDMRRM office (619) 696-0199 or
email sdmrrm@abac.com

Don't forget to bring a lawn chair or cushion!

Welcome New Members 2001!

Paul Ayres - Glendale
Pete Balch - Whittier
Lincoln E. Bankerd - San Diego
Robert Barbosa - Oceanside
Dennis & Barbara Beebe - San Diego
Richard Bodzioch - Tucson, AZ
Barbara C. Bowser - Coronado
Brigitta Carson-Winter - La Jolla
Sandra Chappell - Jacumba
Cherry Diefenbach - Jamul
Eva C. Ewing - San Diego
David & Michele Geving - El Cajon
Amanda Gonzalez - Alpine
Jack & Lori Harner - San Marcos
Bertha Klann - San Diego
Earl Joener - Fountain Valley
Clare & Fritz Liebhardt - La Jolla
Chuck Lowery - Oceanside
Robert & Rita Menzies - Pinhurst, NC
Jean M. Miller - Pine Valley
Mathias & Veronika Munoz - Chula Vista
Brad Ozenbaugh - San Diego
Carl Spier - Pine Valley
Kris Stewart - Encinitas
Joann M. Surowiec - San Diego
Marvin G. Wait - San Marcos
Mark & Dee Wheatbread San Diego
Dorothy Wood - San Diego

San Diego Railroad Museum

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